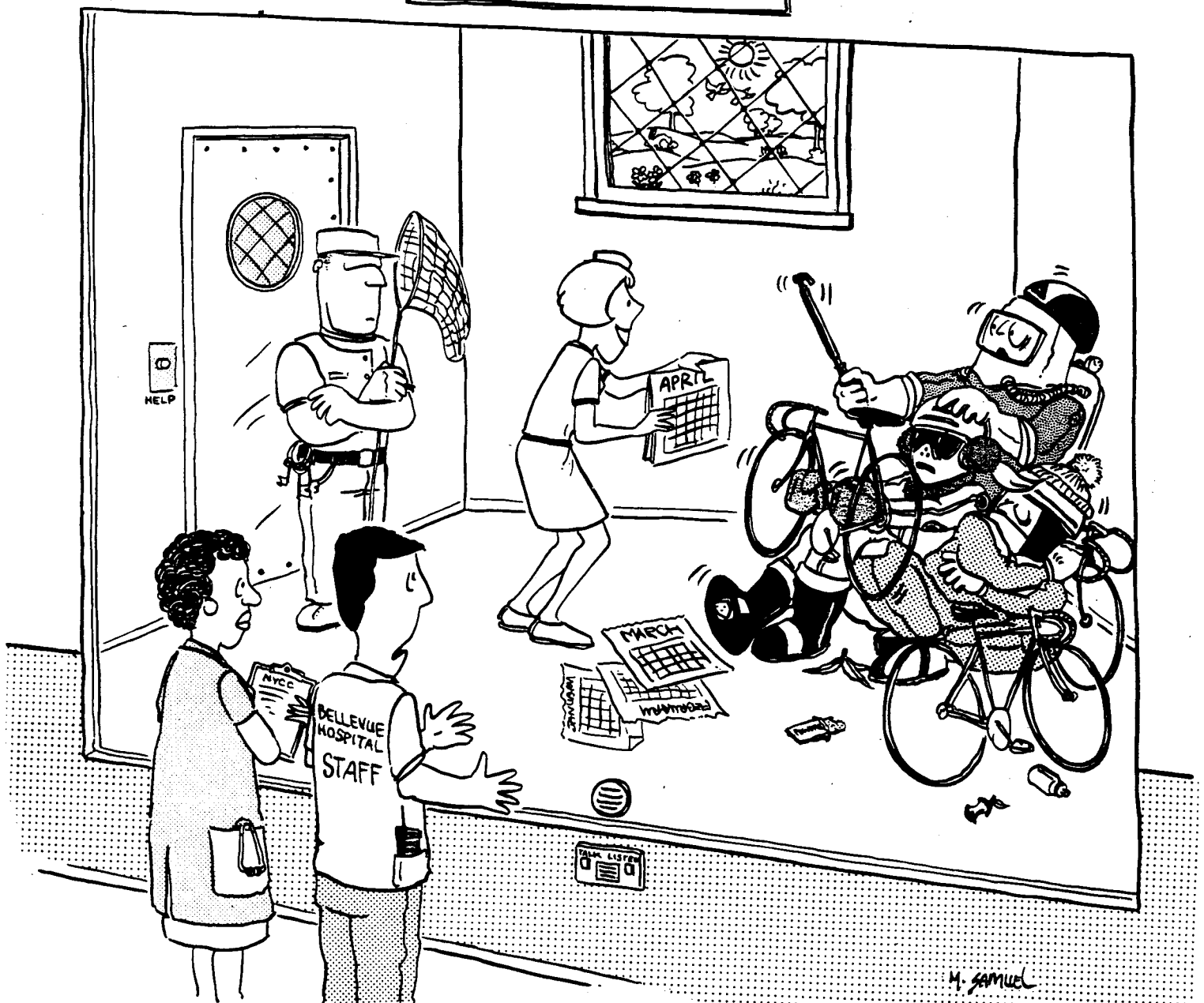


April  
1994

# NYCC Bulletin

## OBSERVATION



*"I don't know Doc...we've tried everything to convince 'em that it's finally gettin' warm enough outside to ride without their thermal gear, but they say it's all lies and they're never coming out!"*

**New York  
Cycle Club**

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## Guidelines for Club Rides

NYCC rides are friendly group rides by individuals of similar riding skills. 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 are illegal in New York State.

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	Central Park Self Class Times (4 laps = 24.5 mi.)
<b>Road Riding</b>			
<b>A</b>	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 min. 1:10 - 1:16 1:16 - 1:23 1:23 - 1:30
<b>B</b>	Moderate to brisk riding with more attention to scenery. Stops every hour or 2.	16 - 17 15 - 16 14 - 15	1:30 - 1:38 1:38 - 1:48 1:48 - 2:00
<b>C</b>	Liesurely 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 >
<b>All -Terrain Riding</b>			
<b>ATB 1</b>	Hilly to mountainous and single track riding (mountain bikes only)	Average speed will vary with terrain and rider experience.	
<b>ATB 2</b>	Rolling to hilly with some single track and trail riding (mountain and hybrid bikes)		
<b>ATB 3</b>	Flat to rolling, trails and road riding (mountain and hybrid bikes)		

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.

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**Subscriptions:** 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 President.

**Address:** Send correspondence to the editor:

Caryl Baron, 165 West End Avenue, Apt. 29K, NY NY 10023.

**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

**Credits:** Front Cover art by Mike Samuel. The typography is by Stevan A. Baron. The serif type is Habitat, designed for the Mac by Joe Treacy of West Haven, Ct., in this decade. Habitat has been described as "the best face since Gutenberg". The sanserif type is Gill Sans, designed in 1930 by Eric Gill and adapted to the Mac by The Monotype Corporation. Gill is also known for designing Perpetua and Joanna. Spelling compliments of Bill Gates. Printed at Dandy Printing, Brooklyn, N.Y.

## Club Rides

### FRIDAY, APRIL 1

**A19 55mi Let's Fool Around 8:30 a.m.**  
Leader: Tom Foolery (1-800) FOOLISH. From the Boathouse. If you have off, you'd be a fool to ride. But if you do, we'll search for fool's gold on all river crossings. Just remember: A fool and his bike are never parted. Ride cancelled if we can't fool Mother Nature.

**A18 20,000 Leagues Virtual Reality SIG 6:00 p.m.**  
Leader: Peter Schug. Join the VR SIG on chat node 11 for a night visit to some hydrothermic vents on the sea floor near Hawaii. We'll be pedaling virtual submarines from the beach at Waikiki (Download the software from the Club BBS.) Some scientists believe that life on earth may have originated from vents like these. There will be a virtual buffet at the Royal Hawaiian afterwards. Network overload cancels. Simulation courtesy of Woods Hole, Scripps and Stanford.

### SATURDAY, APRIL 2

**A18 90mi Nyack 90 7:00 a.m.**  
Leader: Karl Dittebrandt (212) 477-1387. From the Boathouse. There is not much you can say about Nyack, except that this ride will be 90 miles with plenty of hills. Nothing cancels.

**SigA 60mi Progressive 'A' SIG Ride #5 9:00 a.m.**  
Leaders: Herb Dershowitz (212) 929-0787 and Ernie Yu (212) 663-5747. From the Boathouse. This time we'll rotate our single peline, taking short pulls at the front as we zip along the Long Island Expressway service road. And we'll keep our focus on the skills we've been developing: a smooth style, a fast spin, and a quick smile. Barring a spring cataclysm, this ride will not be cancelled/postponed.

**B17 65+mi In Search of New City 9:00 a.m.**  
Leader: Carey Chu (718) 507-7140. From the Boathouse. Do you have a good sense of direction? Do you believe glasses of water are half full? If you do, please join me for the first ride I'm leading in 1994. Patience appreciated. Rain at start time & temps. below 32 degrees cancels.

### SUNDAY, APRIL 3

**A20 65mi "A" Training Series Ride #5 9:00 a.m.**  
Leader: Bob Moulder (212) 682-5669. From the Boathouse. White Plains the Shore Road way and return by "The Cemetery Route". Faster, but not as hilly as last week. Serious precip., or start temp. below 30 degrees cancels.

**C13 35/48mi C to B Training Ride 9:30 a.m.**  
Leader: Irv Weisman (212) 567-9672, David Miller (212) 794-9365, and Maggie Clark (212) 567-8272. From the Boathouse and 10:00 a.m. from the GW Bridge Bus Terminal (Ft. Washington Ave. & 178th St.)  
Predicted high below 40 degrees or 60% chance of rain cancels.

**C ?mi Leaderless Leadership 10:00 a.m.**  
Leader: You. From the Boathouse. Sorry, no leaders available today, but if the weathers fair and above 40 degrees, somebody's gonna wanna ride. So show up and work something out.

### SATURDAY, APRIL 9

**A18 100mi Century of the Month-Ride #4 8:00 a.m.**  
Leader: Marty Wolf (212) 935-1460. From the Boathouse. Start your computers as you leave home since this ride (the round-a-bout way to Stony Point) may possibly wind up as only 94 miles from/to the Boathouse. Precip. postpones until tomorrow. Call if interested.

**A18 60mi The Usual 9:00 a.m.**  
Leader: Lori Vendinello (212) 353-9068. From the Boathouse. An April ride to Nyack to see if Spring is Springtime. It'll be a quick stop, then back on the road for an early return. Peline and riding skills appreciated, helmets required. Precip. or a continued Winter freeze cancels.

**SigA 65mi Double or Nothin' (SIG #6) 8:30 a.m.**  
Leaders: Jane Kenyon (212) 662-1935 and Paul Leibowitz (212) 799-0161. From the Boathouse. You're doing great! Time to double up and suck wheel. Keep spinning as Paul & Jane pull you to Saddle River.

**B16 50 mi When I Reach the Place I'm Going 9:00 a.m.**  
Leader: Lawrence Ksiez (718) 478-0644. From the Boathouse and McDonald Park, (Queens & Yellowstone Blvd's.) We'll be going to Westbury, have brunch, then turn around and go home, what else? The usual cancels.

**C13 Hillwork 101 1:30 p.m.**  
Leaders: Isabel Kirsch (212) 361-8266 and Peter Hochstein (212) 427-1041. From the Boathouse. A short, hilly after-lunch ride up River Road in New Jersey to the End, then back the way we came. Low gears or strong legs, please. Helmets mandatory. There is a bathroom stop but no food stop, so bring pocket food.

## Submission Guidelines

All submissions may be edited for length and clarity. Publication of material is determined by available space. 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. All articles must be submitted to the Editor on a 3.5 inch diskette plus hard copy. Advise operating system, software and your phone number.

**Length:** A full page of type is 4150 - 6000 characters (750 - 1090 words)

**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.

**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.

**Deadline.** The deadline for all submissions and advertising is the day of the Club meeting of the month prior to publication. The deadline for the May 1994 Bulletin is April 12.

# Club Rides (cont.)

## SUNDAY, APRIL 10

**A20 75mi "A" Training Series Ride #6 9:00 a.m.**  
Leader: Bob Moulder (212) 682-5669. From the Boathouse. I'm just guessing in the distance for this ride out to Jericho L.I.'s Celebrity Diner and return via the North Shore. Fairly flat route out, some hills on the North Shore return. Serious precip. or start temp. below 30 degrees cancels.

**A19 55mi Roubaix Slippers 9:00 a.m.**  
Leader: Mark Martinez (212) 496-5518. From the Boathouse. April, T.S. Eliot's "cruellest month," and not without reason. . . the Boston Marathon, Income Taxes, The Stanley Cup (for Ranger fans), and today's Paris-Roubaix bicycle race. In honor of the riders in this years edition of "The Hell of the North" we will traverse 0.1 km on Gotham pave. So cinch up your Diadoras, Dorothy, and follow the gray brick road. Grimpeur and griper alike will then tackle River Road, Tweed and Bradley hills (to ward off the early season chill) on our way to the Blauvelt Coach Diner. After the feed zone we'll return by the flattest route possible. Unlike Paris-Roubaix; rain, snow, mud and cow merde cancels this ride.

**B16 50+-mi Northvale 9:00 a.m.**  
Leader: Karl Dittebrandt (212) 477-1387. From the Boathouse. A relaxed ride with some little hills to the Northvale Diner. Easy ride home. Precip., temp. below 35 degrees cancels.

**C13 40/53mi C to B Training Ride #6 9:00 a.m.**  
From the Boathouse and 9:30 a.m. from the GW Bus Terminal. See April 3rd listing for leaders and cancellations.

**C12 36mi Science Experiment 10:00 a.m.**  
Leaders: Irv and Hindy Schachter (212) 759-5738. From the NW corner of First Ave. and 63rd St. This ride to the Demarest duck pond is part of a scientific experiment to see if we cause all the snow and rain in the world simply by planning rides. So far this year we have a great average for bringing rain or snow simply by having a ride scheduled. However, if the sun shines on April 10, we'll go over the George Washington Bridge into Bergen County for a great picnic. The usual stuff that we usually get cancels.

**Tuesday, April 12 6:00 p.m.**

## NYCC Meeting

Downstairs at Houlihan's in the Empire State Building, 5th Avenue at 34th Street.  
*See back page for details.*

## SATURDAY APRIL 16

**A18 95mi Training 101 7:45 a.m.**  
Leader: Steven Britt (718) 204-4970. From the Boathouse. Miles and hills. It's a lot like kibbles and bits. At least at this point in the season, they will taste very similar.

**A18 60+mi April in Westchester 9:00 a.m.**  
Leader: Andrea Goodman (212) 254-1717. From the

Boathouse. To the Flagship Diner with warm-up miles for tomorrow. And to keep with the freshness of Spring, we'll try to alter the route a bit. Precip. cancels.

**SigA 75mi Progressive 'A' SIG Ride #7 8:30 a.m.**  
Leaders: Christy Guzzetta (212) 595-3674 and Ernie Yu (212) 663-5747. From the Boathouse. If you thought one rotating paceline was fun, try doing it with two! We'll practice the rotating double paceline, taking short pulls and staying in sync. Practice makes perfect! Bad moon rising postpones to Sunday.

**B16 50mi Tour De Piermont 9:00 a.m.**  
Leader: Carlos Cardona (212) 581-2858. From the Boathouse. Enter America's premier bicycle ra. . . , alright I'm pulling your chain! It's just another of those schmoozy early season rides to warm up your legs. Pace busters can go. . . alone! Temps. below 40 degrees cancels.

**C Leaderless Leadership 10:00 a.m.**  
Leader: You. From the Boathouse. Sorry, no leaders available today, but if the weather's fair and above 40 degrees, somebody's gonna wanna ride. So show up and work something out.

## SUNDAY, APRIL 17

**A21 85mi "A" Training Series Ride #7 9:00 a.m.**  
Leader: Bob Moulder (212) 682-5669. From the Boathouse. South Mountain Rd. approached from Saddle River Rd., so we can dine at the Ramada and do South Mountain Rd. the right way —downhill— and back to the Boathouse on 9W. Serious precip. or start temp. below 30 degrees cancels.

**A18 50mi A Purdy Ride 8:30 a.m.**  
Leaders: Bob Foss & Shari Horowitz (914) 277-4507. From the Grand Central Terminal (8:47 Train to Purdy's). A 50 Miler. . . maybe more, maybe less. Hilly, somewhat. (Bob says only somewhat hilly - I say Mountainous) to somewhere in Connecticut (New Canaan & back). We'll meet at the Purdy's train station for start. Metro-North train pass required. Rain cancels.

**KB18 60/75mi The Hive Redux 9:00/9:45 a.m.**  
Leader: Honey (212) 758-5738. From the Boathouse and the Statue of Civic Virtue. Let's unfold out wings and buzz to Bayville to gather nectar for lunch at Oyster Bay. Then swarm along Chicken Valley Rd. and dally at Valentine Lane. A relatively flat, rustic ride along country lanes, some of which are quite beautiful. The usual cancels.

**C13 45mi 19th Annual Cherry Blossom Ride 9:00 a.m.**  
Leaders: Irv Weisman (212) 567-9672, David Miller (212) 794-9365, and Maggie Clark (212) 567-8272. From the World Trade Center Mezzanine, top of the escalators to PATH for the 9:22 a.m. train to Newark. (Fare \$1 in coin or bill.) Through Branch Brook Park to Cherry Blossom Land, then through blooming Montclair to Little Falls for an indoor lunch. Return over the hills (low gears required) if we feel strong, or back through Newark and PATH for the easy way. Predicted high below 40 degrees or 60% chance of rain cancels.

**C12 30+mi Bike Manhattan Loop 10:00 a.m.**  
Leaders: Richard Fine (914) 638-0841 and Ethan Brook (914) 425-2361. From the Plaza Hotel Fountain. See rivers and edges of this island. Bring/buy lunch. Helmets required. Joint AMC/TA.

## Club Rides (cont.)

### SATURDAY, APRIL 23

**SigA 80mi South Mountain, the Easy Way 8:30 a.m.**  
 Leaders: Rikki Furman (212) 734-2887 and Paul Leibowitz (212) 799-0151. From the Boathouse. We're putting it all together today. Spinning fast, rotating pacelines, and hammering are the order of the day as we glide 80 miles to South Mountain Road. Rain postpones to Sunday. Call leaders.

**B15 50mi Mamaroneck Harbor 10:00 a.m.**  
 Leader: Wayne Wright (718) 626-1002. From the Boathouse. Not Great Neck, not Little Neck, it's Mamaroneck. Good early season ride due to limited hills. Lunch at the harbor. Precipitation cancels.

**C13 Hillwork 101, Part II 12:30 p.m.**  
 Leader: Peter Hochstein (212) 427-1041. Leaving on the dot from the Boathouse. We start an hour earlier than the last hillwork ride, but everything else is the same: A short, hilly, after-lunch ride up River Road in New Jersey to the end, then back the way we came. Low gears or strong legs, please. Helmets mandatory. There is a bathroom stop but no food stop, so bring pocket food.

### SUNDAY, APRIL 24

**A22 100mi "A" Training Series Ride #8 9:00 a.m.**  
 Leader: Bob Moulder (212) 682-5669. From the Boathouse. Bear Mt. and Perkins Memorial Drive via 9W, there and back to make it an even century, and to make sure nobody gets lost, like I did last year. Say what?! Serious precip., or start temp. below 30 degrees cancels.

**B16 45+mi The Peddlers Progress: Piermont 9:00 a.m.**  
 Leader: Jonathan Silvers (212) 794-4692. From the Boathouse. I'll have done the SIG on Saturday, so this ride will be moderately — repeat — moderately paced. Patience, a sense of humor, and other virtues are mandatory. The usual cancels.

**C14 45/58mi C to B Training Ride #7 9:00 a.m.**  
 See April 3rd listing for leaders and cancellations. From the Boathouse, or 9:30 a.m. at the GW Bridge Bus Terminal. We may revisit the cherry blossoms if they were not in bloom last week, or follow the normal training routes in Bergen and Rockland Counties with some hills involved.

**C14 40mi Do Aircraft Still Fly at Floyd Bennet Field? 9:00 a.m.**  
 Leaders: Ken & Marilyn Weissman (212) 222-5527. From the Boathouse. Other than housing a Coast Guard Helicopter Station, historic Floyd Bennett Field — part of Gateway National Recreation Area — is host to one of the largest model airplane clubs in the area. Helmets and a spare tube are required. Indoor/outdoor lunch in Sheepshead Bay. Rain, expected high below 50 degrees cancels.

### SATURDAY, APRIL 30

**A18 70mi New City 9:00 a.m.**  
 Leader: Carey Chu (718) 507-7140. From the Boathouse. Can I find New City twice in one month? Let's hope so. Easy going ride to help everyone ease into shape. Rain at start cancels.

**SigA 81mi Progressive "A" SIG Ride #9 8:30 a.m.**  
 Leaders: Christy Guzzetta (212) 595-3674 and Jane Kenyon (212) 662-1935. From the Boathouse. Big mileage, damn

hills, beautiful dam. We need to start early to get this one in. Golly, 9 rides already, we're pretty close to "A" riders. Pace-lines, hills, speed. Amazing how close we are. Rain date, Sunday April 31. Very bad weather cancels.

**B17 [(Temp./10)-1.5]\*25 Miles 8:00 a.m.**  
 Leader: Ray Malecki (718) 426-7383. From McDonald Park (Queens & Yellowstone Blvd's) To somewhere in Long Island. Bring LIRR Pass for possible return trip.

### SATURDAY, MAY 7

**SigA 90mi Progressive "A" SIG Ride #10 8:00 a.m.**  
 Leaders: Paul Leibowitz (212) 799-0161 and Ernie Yu (212) 663-5747. From the Boathouse. Today, we practice our technique on the fabled climbs of the Rockland/Bergen Alps: Col de la Route de Rive, Col de Bradley, Col du Petit Tor. Learn to love the hills as we head towards our date with destiny. Follow those polka dots! Monsoon conditions postpone to Sunday—call Mom early.

### TRAINING IN PROSPECT PARK

Organizer: Alex Von Braun (718) 965-3552. Join me and other veterans of years past in doing laps around this park of Brooklyn on weekday mornings and evenings if possible. If needed, the group will be divided according to level of performance. Call organizer for more information.

## GRAND OPENING!



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## Club Rides (con't)

### RIDE PREVIEW

**Saturday, May 28**

**A18 Boathouse to Bennington 3:00 a.m.**

Leader: Ray Malecki (718) 426-7383. From the Plaza, 5th Ave. and 59th Street. Saturday - 200 miles, Sunday - your choice, Monday - 135 Miles to Brewster. Spend Memorial Day Weekend cycling in Vermont. Call for accommodations/questions. Metro-North pass required.

### OUT-OF-BOUNDS

**Saturday, April 16 Battle of Gettysburg Weekend Ride**

Ride in beautiful Adams County AND watch USCF criterium races in Gettysburg from 9-4 Sat., April 16 and 50-100 mile road races Sun., April 17. The Battle of Gettysburg Weekend Ride offers a 25 or 50 mile ride; one loop follows the next day's race course. Registration 8:00-11:00 a.m.. \$8.00/pers before 3/15; \$10.00 after. Cue sheet, sag, route markings, snacks. Gettysburg-Adams County Chamber of Commerce, 33 York Street, Gettysburg, PA 17325; (717) 334-8151. Accommodation info: Gettysburg Travel Council, 35 Carlisle St., Gettysburg, PA 17325 (717) 334-6274. Volunteers are needed as course marshals: contact Carey A. Moore at (717) 334-1214.

**Invitation:** For this event, from April 15 to 18, NYCC members Charlie and Judy Morris offer sleeping space for up to 8 NYCC members on their farm, "Pro-Deuce Patch". Their comfy horse barn (hot & cold water) is about 10 miles from Gettysburg. Sleeping bag required, no smoking, share chores. RSVP Judy & Charlie Morris (717) 632-8630.

**Sunday, April 24**

**200KM Brevet, Saratoga Springs, N.Y.**

Coordinator: Steven Britt (718) 204-4970.

For anyone qualifying for B-M-B '94, or P-B-P '95, or anyone who wants to do a great 125 mile ride that's not in N.Y.C. If interested or planning to do this ride, please give me a call. For ride registration/information call John Ceceri (518) 587-4338.

**Saturday May 7**

**25,40,50,62,100mi Farmlands Flat Tour 6:00 a.m.**

Coor: Lawrence Ksiez (718) 478-0644. From Macy's on

Queen's Blvd. & Columbus Circle. Scenic miles through Monmouth and nearby counties. Flat terrain, A fee of between \$12 and \$18 will get you a map, SAG support, route markings, snacks, and a T-shirt. A helmet is required. Contact coordinator at least a week before the ride if interested. Possible van top. Rain or shine.

**Saturday, May 14**

**300KM Brevet, Potomac, MD.**

Coordinator: Steven Britt (718) 204-4970

Here's a great opportunity to do a Brevet in a different area, nice and early in the season. Call if interested. Ride registration /information: David Berning (301) 926-3371

**GEAR '94 July 21-24**

**The Annual L.A.W. Great Eastern Rally, Salisbury, MD.**

See wild ponies on Assateague Island, cross Chesapeake Bay on a historic ferry, choose from over 30 rides through Maryland's Eastern Shore at GEAR '94. Technical and leadership workshops led by experts. National Advocacy Conference featuring national, state and local bicycling advocates. Contact League of American Wheelmen, 190 w. Ostend St., Suite 120, Baltimore, MD 21230-3755. Phone (410) 539-3399. Fax (410) 539-3496.

**BIKE ITALY!**

A/B+ Average 70 miles daily depending on terrain through Marche and Umbria. Full van support, 3 star hotels, delicious meals. Circular route, great destinations including beach, lake, medieval hill towns. 9 day tours beginning in May 20th or June 24th. Chance to see two stages on the Giro d'Italia on May tour. \$1600 plus air per person. Special NYCC discounts available! Call leaders, Lori Vendinello and Howard Turoff for more info. (212) 353-9068.

**A-/B+ 3000 mi. Bicycle Across America**

John Koo (718) 796-2236. If you have time off starting in mid-May and seek a great adventure, then join me on a bicycle tour to California following the TransAmerica Bicycle Trails. Average 70+ mpd. Cost is minimal. Requires camping gear. To veteran transamerica cyclists: Any advice or suggestions would be greatly appreciated.

## Bike-to-Work Week – Free Food!

By Jesse Kalb

All week you look forward to doing the thing you love — why not do it during your commute? **Transportation Alternatives** is making it possible.

Bike-to-Work Week, **May 16-20**, showcases the joys and benefits of cycling in NYC. Join the morning rush and scarf up free bagels and coffee at T.A.-sponsored breakfasts.

BTWW benefits all cyclists. It is a display of force that shows the city more people would bicycle if the streets were safer. It shows employers that their workers would ride if they had building access. Now is the time to assert your rights as a cyclist and take the extra step: Bike to Work.

**All breakfasts** are free to bike commuters and are from 8 am to 9 am.

**Wednesday, May 11:** Pre-BTWW safe cycling workshop, by Ed Serrano, 5 BBBC pres. Learn the fundamentals of riding in traffic. What you need, what you don't. 7 pm, T.A., 92 St. Marks Pl.

**Monday, May 16:** Elected and appointed city officials ride - City Hall, 12 noon.

Cycling safety workshop II: 7 pm, T.A., 92 St. Marks Pl.

**Tuesday, May 17:** Breakfast at the Municipal Building, sponsored by Manhattan Boro Pres. Ruth Messinger.


Cycling & Fitness workshop, by sports physician and bike racer Dr. Errol Toran. 6 pm, Bethesda Fountain, 72nd St., Central Park.

**Wednesday, May 18:** breakfast - Bronx County Courthouse.

Bicycle Basics seminar: includes braking, shifting gears, simple maintenance, and fixing flats. 8 pm, at Toga Bike Shop, 110 West End Ave. at 64th St.

**Thursday, May 19:** Brooklyn Boro Hall breakfast.

Basic bike repair class: brake adjustment, cable replacement and other advanced repairs. 6:30 pm, T.A. office 92 St. Marks.

**Friday, May 20:** Breakfast at the Greenmarket, Union Square: 17th St. between Broadway and Park. Sunset bike ride: Riverside—Harlem—Central Park; Meet: Union Square Park 17th & Bway, 6 pm; or, 72nd and Riverside Dr., 6:20 pm. Finish: PARTY! Central Park Sheep Meadow, across from T.O.G. 

# BLOWOUTS

by Lou S. Pokes

I'm writing this in mid-March, grateful it hasn't snowed in over a week! The slush from the snow still piled at the curbs makes for some very unpleasant riding and some of the rim breaking, crater-sized potholes are beginning to show up. Fortunately, by the time you read this, it will be April and, maybe, Spring will have finally arrived.

One sure sign of impending Spring is the training rides that start in March. The SIG began the first Saturday in March with 35 soon-to-be A riders. While the slush on the Park roads may have put a damper on riding, it didn't dampen the enthusiasm at the SIG meeting at **Rikki Furman's** apartment.

The next day was the start of **Bob Moulder's** A-Training Series. Over 40 people showed up, including many prior SIG graduates, and boy, did some of them need training. Two months off is a long time.

Not everyone took the winter off. Members of our own Team Europa, **Serge Houis**, **Leonardo Paroli** and **Yatzik ?**, reportedly cut their February 27th ride to 65 miles. Go back and check your weather charts - the windchill that day was 10 degrees BELOW zero!

Not everyone had to endure the cold either; The stories from Florida Bike Camp are in:

• **Ellen Michaelson** went to Florida from Oregon to visit her New York friends.

• **Tara Crowley** - who was that obnoxious guy you were seen with?

• **Rikki Furman** was caught robbing the cradle.

• **Glenn Weiss** told everyone he was proud that his name hasn't been mentioned in this space for a very long time. Glenn, when you renew your membership I'm sure your name will reappear here often.

• **Herb Dershowitz** was in a remarkably good mood all week.

In real winter riding **John Stamstad** rode through 40 below windchill to win the Iditabike. Amongst the sponsors Logos adorning his bike was the cymbal symbol. Think about it!

Congratulations to Club President **Geo Kaplan** on the wedding of his daughter **Anne** to **Elon Spar** last month. The reception was reportedly the affair of the year.

Congratulations also go to **Dorothy Fong**. She was named Commuter of the Month in City Cyclist magazine.


The following appeared in Transportation Alternatives' Auto Free Press this month:

Construction on a 6.8 mile underground expressway under central Tokyo is scheduled to begin next year. The project is slated to cost \$7.46 billion, or \$1.1 billion per mile, \$208,000 per foot and \$17,300 per inch.

At that price we could all be rich if they would build a highway through our tiny NYC apartments.

So, have any of you wondered how I get my gossip? I don't care, I'll tell you anyway. Here's an example. **Angel Rivera** crashed one day while riding his rollers and broke his rear derailleur. I know its no big deal and not particularly interesting either. Angel went to Conrads' for a new derailleur and told the story to Sara. **Maynard Switzer** was in Conrads' later and heard about it from her. That night Maynard called **Herb Dershowitz** in Florida to tell him the story. When Herb got back to New York he called **Margaret Cipolla** who told it to **Jeff Vogel** who informed me. These people really should get a life!

To appease those of you who think that **Lou S. Pokes** is heartless and often a bit too sarcastic, we will try to continue the Road Hero awards started last month, when there is a deserving recipient, as there is this month. On the March 5th ride to White Plains, someone found a wallet on the Grand Concourse with credit cards, identification and "lots of cash". The discussion at the Flagship revolved around how to return the wallet, identification and credit cards (notice how "cash" was omitted). **Bob Moulder** not only ended the discussion, but he led the ride back to personally deliver the wallet (with its contents) to the handicapped person who lost it. And, of course, he turned down the reward. Bob, you're our Road Hero this month.

And to prove that Lou isn't going soft, we do still have Road Bozos. On one of those warm but incredibly slushy days, **Lance Leener** rode to Nyack. Unwilling to ride a filthy bike he cleaned it outside the Skylark. Of course, in just a few miles it was covered with road grit again. So Lance cleaned it again at the GW Bridge. By the time he got to the Park it was filthy again. Leaving the Park Lance was spotted looking for someplace to clean it for a third time. And you know he cleaned it thoroughly after he got home! Three hours of riding and four hours of cleaning, Lance ou're our Road Bozo this month. 

## From the Boathouse

by Geo Carl Kaplan


So the A Sig, the Progressive C to B Sig, the A Training Series as well as Effective Cycling are well underway - all with record participation. We are off to an exciting year of cycling.

Soon we'll be off on the Montauk Century and then the Sheffield Weekend, the all-class ride to Tallman (with free lunch), followed by our annual West Point 4th of July Weekend. And then we're off on the all class rides to Kingsland-Macy and Bethpage, and before you know it we'll be celebrating the arrival of Columbus at Su Casa. Now we're up to the Holiday Party and the year has gone in a flash - in two paragraphs we have cycled for a year. So take advantage of our great program and have a good cycling season.

More about commuting on a klunker: as you read this, Emey's on East 25th Street will have received a fresh supply of reconditioned 3 speeds - for those looking for a good commuter bike at a reasonable price. Check with Emey's for availability. Recently we moved the basket from the front handlebars to the rear carrier. Steering and handling were greatly improved with the weight of our brief case, U Lock and Cable Lock over the rear wheel - braking is better, also. If you use a rear carrier for your gym bag, then keep the basket in the front.

I have received several comments - pro and con - about our





monthly meetings at Houlihan's. If you have any thoughts - positive or negative - give me a bell at 212-989-0883. We can't make improvements until we know what is wrong, and we always like to hear good things.

See you on the road. . . . 

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# No Tech Tips

## Going Downhill Fast

Prior to this winter, the past few had been comparatively mild. Sure, it was cold, but it was still possible to bundle up and aim our machines north or east for something that resembled a bike ride. Gee, did we get spoiled! Now, we curse Mt. Pinatubo and El Niño, and devoutly wish for just a hint of the ordinary yukkety muck of the not-so-distant past. Well... here's hoping that by the time you read this we'll be seeing tender green foliage sprouting from lawns and trees, and fresh mud and horse manure caked on our chain stays.

In the meantime, as we winter-fatened boys and girls of the road ranks struggle just to make it up 110th Street Hill, let's take a look at an aspect of cycling at which we might actually realize some immediate improvement: descending.

Please note: This is not a treatise on bike handling. These limited suggestions assume that the reader is an experienced cyclist who already has very good group riding, cornering, braking and traffic skills.

## Sound bike, sound mind

Nothing makes you more intensely interested in the mechanical integrity of your bicycle than whooshing down a hill at 50 mph. For obvious reasons, the components that first come to mind are wheels and brakes. Ideally, all cyclists should regularly inspect their wheels for defects and check their brakes for worn cables and brake pads, and for cracks in their brakes' calipers. Brakes that "grab" at a certain point on the wheel rim usually do so because 1) there is some sort of unwanted adhesive on the rim, such as road tar or tubular tire glue, which should be removed with a solvent, or 2) the rim's sides are bulged outward as the result of a nasty lick from a pothole. Rims can sometimes be banged straight with a rubber mallet and a special arc-shaped cradle, but if your bulge is a big ol' ugly one, opt for safety by having the wheel rebuilt with a new rim and spokes. That's not a cheap solution, but peace of mind always comes at a price.

Speed wobbles are a much more slippery issue. These unnerving wobbles are related to the natural frequencies that affect the behavior of all objects, examples of which are unbalanced car wheels

that vibrate at a certain speed, and wine glasses shattering at specific sound frequencies. (Remember Ella Fitzgerald's voice — or was it Memorex? — shattering the fine crystal in the TV commercial?) In the case of bicycles, these vibrations usually occur under an exact set of circumstances unique to each bike, rider and road conditions. Speed wobbles can happen with any bike, but are much more common on bikes with large frames made of small-diameter tubes, and with loaded touring bikes, which suggests frame flex is a major culprit. Other things to look for are frame/fork misalignments, untrue wheels or incorrectly dished wheels. A once-every-5,000-mile speed wobble is nothing to worry about. Some cyclists have become so accustomed to their regular speed wobbles that they know when to expect them and just ride 'em out.

## Descending position

The safe, effective position is this: hands in the drops (which lowers the center of gravity and keeps hands near the brake levers), head up (so you can see where you're going), and back flat, butt back a little way on the saddle, pedals horizontal and knees in (for aerodynamics).

Cyclists who try to imitate the latest Euro-pro extreme descending position — butt hanging off the back of the saddle, one hand on the bar top near the stem, the other curled behind the back, speed skater style — are needlessly endangering themselves. Even the Continental dudes use this position only on long, straight grades with very good road surfaces and, more importantly, on roads that are closed to normal traffic. We in the NYC metro area never experience those conditions on local rides.

## High visual horizon and "mental marking"

When properly utilized these two simple concepts, which are seamlessly interdependent, can be of great help during any fast riding, but are especially handy when flying downhill. They can quickly raise the comfort level for fearful descenders.

**High visual horizon** is a valid technique borrowed (ironically, it could be argued) from the world of performance automobile driving. It involves keeping the eyes up, scanning far down the road

to pick out potential hazards and making necessary adjustments long before they become serious threats. This corrects a common tendency to visually dwell on one nearby object of threat while other serious dangers loom ahead, completely unnoticed.

**"Mental marking"** is the term I use (I have no idea what the clinical term might be, although certainly there must be one.) to describe the natural ability of our brains to catalog, for a few moments, those threats we identify by maintaining a high visual horizon and keep track of them in our peripheral vision. This nifty evolutionary endowment allows us to "acquire" 3 or 4 potential obstacles at once and glance back and forth among them for quick reassessments, then discard them from memory once we pass them. Experienced slalom ski racers routinely employ this technique to get through their course gates quickly.

Although it all sounds a little tricky, most cyclists already unconsciously engage these techniques — which might be referred to as "advanced seeing" — to some degree. My guess is that many cyclists who inordinately fear downhill do so because of poor vision or an inadequate ability to "see," both of which usually can be improved.

Learning to benefit more fully from high visual horizon and mental marking techniques is not a rigid process. Start out with a descending speed you are comfortable with and gradually incorporate these techniques; they'll make you faster and safer.

## When in doubt...

There is no technique that replaces bike handling skills and personal judgment. Each cyclist has to decide for him- or herself whether to veer around a pothole or do a two-wheel jump over it, and how fast is safe on a wet road, and whether he or she has the necessary emergency braking skills for a wide variety of situations. Nobody will be standing by to confirm if the driver pulling onto the road from a side street sees the cyclist hurtling at him, or to warn that a big dog is about to dart out from between two parked cars.

One of the best pieces of advice for downhill bombers is this: Match your speed to conditions and always be ready to slow down... fast!



by Bob Moulder

## Patellofemoral Syndrome

As a sports chiropractor I often see seasoned racers with no history of knee trouble who are suddenly experiencing knee pain. A change in bikes, position or training intensity may be the provoking factor. Often the underlying problem is patellofemoral syndrome (PFS). The most common non-traumatic cause of knee pain in cyclists, this condition is characterized by discomfort (ranging from a dull ache to sharp radiating pain) anywhere around, behind, or on top of the kneecap. The site of pain may be quite specific or, more likely, vague. The pain may be present during, after or between exercise bouts. Pushing big gears, riding hills, sitting with the knees bent for long periods of time (i.e., watching a movie at the theatre) and climbing stairs commonly creates pain.

The symptoms associated with PFS are due to an irritation of the cartilage surface behind the kneecap (patella). When the quadriceps contract, the patella is pulled into and slides up in a groove on the thigh bone (femur). With the patella aligned properly, this movement is near frictionless. It's when the patella is pulled off track that the irritation begins and PFS ensues. Given the repetitive nature of the pedal stroke, even the most subtle alteration in the patella's path could be a potential problem.

The most common causes of PFS include:

- an imbalance in muscular strength and tone of the thigh muscles. The muscles on the outside of the thigh tend to be stronger and tighter than the inside muscles. This pulls the patella to the outside while the knee is being extended.

**SOLUTION:** Improve flexibility of the outside muscles by stretching and massage. Strengthen the inside quadriceps muscle by performing terminal leg extensions (the last 35 degrees) with the foot turned out. Strengthen the adductor muscles at

the inside of the thigh by bringing the legs together against resistance.

- feet that flatten or over pronate causing the inside of the ankle to fall inward. The knee usually follows approximating the top tube on the downstroke and adversely affects the biomechanics of the knee.

**SOLUTION** Shoe inserts (orthotics).

- wide hips that are usually associated with knock-knees tend to misalign the knee joint increasing the risk of PFS.

**SOLUTION** Strengthen the inside thigh muscles and widen the distance between the pedals by using longer pedal spindles or Knee Savers.

- overuse. Slight to moderate biomechanical abnormalities can be tolerated as long as you don't do too much too soon.

**SOLUTION** Allow your body time to adapt by staying out of big gears, spinning, and limiting your mileage in the early season if you took time off the bike over the winter.


low saddle height that limits the amount the knee can extend. When the quadriceps contract while the knee is bent the patella is pulled into the femur creating a compressive force on the patellar cartilage. The more the knee is bent, the more compression and possible irritation. This can be reduced by allowing for greater knee extension.

**SOLUTION**

Check bike fit. There should only be 25-30 degrees of bend in the knee with the crank in the 6 o'clock position.

- a long leg relative to the opposite short leg. The long leg is not permitted to extend adequately. The cause of leg length inequality can be either functional due to low back or pelvic imbalance or anatomical due to an actual shortness in the length of one or both of the leg or thigh bones.
- SOLUTION** Even leg lengths by correcting a functional long leg by chiropractic manipulation and an anatomical long leg with a shim between your shoe and cleat of the short leg side (the saddle may need to be raised if this done).

I have seen a great number of patients with this condition. PFS responds well to treatment including massage to loosen tight muscles, manipulation to restore the proper biomechanical relationship between the back, pelvis and lower extremity, electrical muscle stimulation to strengthen the inside quads and adductors, and passive stretching to improve flexibility.

Knee pain can be the most irritating and depressing condition that plagues cyclists. We now have a better understanding of PFS and more effective ways of treating it. 

*Dr. Russell B. Cohen is a certified chiropractic sports practitioner, a CAT 3 racer, and a NYCC member. He can be reached for questions or comments at 212-713-0180.*

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## USCF Sports Medicine List

A USCF regional sports medicine referral list is in the making. This directory will include names of health care providers in the New York metropolitan area that have special interest, training and experience in treating cycling related injuries and conditions. \*Anyone interested in being listed should send a current CV and cover letter detailing their cycling involvement to Russell B. Cohen, DC, CCSP at 317 West 54th Street, New York, New York 10019, 212-713-0180.

There is already a USCF national sports medicine referral list available. For a name from this list contact Betty Davis, regional coach at 201-358-8839; Hilda Monaghan, district representative at 914-632-3755; or Dr. Russell B. Cohen at 212-713-0180.

## Media Watch

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*(Writer's Note: Those of you eagerly awaiting Part II of "Toilet Talk," be patient. It's in the hands of the editor but timeless stuff must give way to timely reporting.)*

**Photos of Cyclists in The Bible:** How is one to decide which book to buy among the many on sale that teach you the QuarkXpress page layout program? Simple: A floppy disk is tipped into the back cover of program instruction books these days. The label on the disk that comes with the Quark XPress 3.2/3.3 Bible, by Barbara Assadi and Galen Gruman, pictures two off-road cyclists.

**Advertising as Fantasy:** Everyone knows TV commercials have nothing to do with reality, that they're pure fantasy. This is perhaps best exemplified in a current commercial running for the American Dairy Farmer Association—you know, the "Drink Milk, It's Good for a Body" campaign. The commercial is entitled "Urban." (Yes, commercials have titles.) One of its vignettes shows a cyclist humping out of the saddle, crossing a bridge leading out of a generic Everycity. (In fact, the location was the 6th Street bridge in Los Angeles.) What makes this commercial a complete fantasy is the cyclist is in the middle of the roadway and he's got it all to himself: there's not a car, truck, or cab in sight.

**More Bikes in Adland:** Juicy-Fruit gum is running a commercial that, for all its shots of derring-do by off-roadies, could have been produced by Mountain Bike Action. It's not enough to make me want to go out and court cavities but if I have to recommend a surrogate product to someone quitting smoking, it's a start.

**And Still More:** Puns are not ads, nevertheless an ad in an advertising supplement magazine in the March 6th Sunday NY Times, "The Sophisticated Traveler," shows three cyclists with panniers cruising along a coastal road. The advertiser is the Atlantic Provinces of Canada. The headline: "Just Coasting." Get it?

**Cycling on the Telly:** Quizmaster Alex Trebek said to one of the contestants, John from England, on "Jeopardy," on March 7, "I understand you had a brush with greatness. Tell us about it." This was John's story: When he was a student at Oxford he was cycling and almost ran over another student who apologetically admitted he had been careless and in the wrong. The fellow student: Prince Charles. Granted, not that interesting an anecdote but you have to take what slim bike pickins' you can get in the mainstream media.

We lament the lack of coverage of cycling in mainstream

sports reporting but it was actually covered with film on the Ch. 2 11:00PM news on March 7. The report was about a problem with a Zamboni, those machines that clean the ice, at an NHL hockey game. Then, amidst much guffawing, came the videotape: out came a tricycle on the ice. Ha-ha.

**Coaster Breaks:** We noted here previously the NY Times, not a particular partisan of cyclists, nevertheless ran three pictures of cyclists during the snow storms to illustrate the resiliency and pluck of New Yorkers. Although Los Angeles did experience natural (and unnatural) disturbances this year, it didn't experience a snowstorm. Nevertheless, perhaps in appreciation for our showing Angelenos coping with the aftermath of the earthquake, in February the L.A. Times ran a photo of a New York cyclist in the snow.)

Following the L.A. earthquake, with the likelihood that four-wheeled traffic would be screwed up more than usual due to the fractured freeways, motorcycle sales soared in Los Angeles; alas, based on my March 7th phone survey of four west side (L.A.) bike shops, bike sales, did not. In fact, they went down at three of the four stores surveyed.

A wonderful editorial cartoon by Sue Truesdell illustrated the lead piece, by Timothy Egan, in the Sunday NY Times Week in Review section on February 20 that mused on how Los Angelenos, in a telecommuting and telecommunicating society, could—and, in contrast, would—cope with the earthquake damage. One of the bits in the cartoon shows a tandem bike. The stoker (seated in the back) is a Hollywood mogul-type, on the phone, reading a memo doubtlessly about his film's grosses. His feet are not on the pedals; his legs are casually crossed as his captain, up front, in chauffeur's uniform, huffs and puffs, pulling the two of them.

Egan wrote, "For transportation, the dreamers want bike lanes (etc.). In the first week after the quake, Ryan Snyder, vice-president of the city transportation commission, proposed that a lane for bicycle riders be designated on a street that paralleled the Santa Monica Freeway. The idea went about as far as an original plot in Hollywood."

Even wittier than Egan's line was one by Paul Tay, the L.A. DoT Bicycle Coordinator that appeared in the Los Angeles Times: "We already have a great bikeway system in place. It's just that there are too many cars on them." He, of course, was referring to the freeways.

**One of the Seven Wonders of the World:** The Utne Reader ("The Best of the Alternative Press") turned 10. Its anniversary edition, (March/April, 1994) lists "The Seven Sustainable Wonders of the World." The writer of the article, Alan Thein Durning, defines these Seven Wonders as "all the little things (that solve every -day problems and) that work, especially...without hurting the earth." Sustainable Wonder Number #1: The bicycle. The surprising note here was the U.S. has more bikes per person than China where they are the principal vehicle. But, as he notes, "(W)e just don't ride them much." Lack of space prevents reciting here Durning's wonderful paen to the efficiency and friendliness to the environment of the bike.

Mike Allison, former and future NYCC member, now in residence in San Francisco, reports seeing a documentary on TV in which Apple computer founder Steven Jobs, speaking of the efficiency of the computer and comparing it to the efficiency of locomotion, said, "The computer is a bicycle for the mind."

*Note to the would-be bicycle thief who tried to snatch Caryl Baron's P.O.S. bike from in front of the Ethical Culture Society: Sir, may I suggest for you a bit more ethics, a bit more culture, and a bit more society?*

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# Virtual Reality Trainers

by Peter Schug

During the winter months it's hard for many of us to motivate ourselves enough to maintain the base of mileage so necessary to enable us to ride with a group and enjoy it, instead of riding behind our group hoping to catch up at the lunch stop. It's cold and wet outside and, for most people, too boring to ride a stationary trainer or rollers. If you do ride outside, cleaning salt and dirt off clothes and bicycle takes at least an extra hour from an already too short day.

I've always managed to enjoy riding rollers because I have a vivid imagination. So vivid that sometimes I think I've already ridden and don't have to, therefore I keep a training log.

The secret to enjoying stationary trainers is to create exciting bicycle fantasies. If it's cold in the room or snowing outside often do I didabike, if it's night I may find myself riding an ultra-marathon, waiting for dawn. My favorite is flying the Gossamer Albatross from The Boathouse to High Tor.

Below, the spectator fleet extends from the harbor to the Kingston Rhinecliff bridge. There is a slight head wind and enough turbulence to keep me from opening a powerbar. I'll have to claw my way up to altitude on sheer determination. Behind me, the huge, slow moving propeller whispers; "Kapocketa, pocketa." Yes Virginia, there is a Walter Mitty.

It's sometimes difficult to maintain an enticing fantasy while doing something as mundane as turning a crank with your feet until a certain number appears in a little window.

Wanting to share my Mitty-like talents with others I got this incredible idea!

Virtual Reality trainers.

Virtual Reality is a modern buzz word for something that's been around at least since the invention of the Link Trainer in the 1930's. The military and airline flight simulators of today are the most advanced implementation of virtual reality so far. The best of them are actual aircraft cockpits mounted on hydraulic platforms that, via real motion and rotation, can reproduce the physical sensations a pilot feels while flying either correctly or when doing something wrong. Out the window video images of the ground and other aircraft round out

the illusion while the instruments provide the correct response to the pilot's every input. Since the hydraulic pistons have a total excursion of ten feet or so and are run at 5,000 pounds per square inch it is actually possible to get hurt crashing a full motion flight simulator!

I propose that we design a similar platform for bicycle rollers to reproduce the full sensation of actually riding. The simulator would include computer controlled fans that generate the correct amount of wind for the speed the rider is going. The rollers could be rubber coated to enhance traction while the platform is tilted and rotated to supply the proper cues for the inner ear. The rider will wear a VR helmet that provides full video and audio coverage of the passing scenery, including images of other riders. Potholes and even log jumping can be

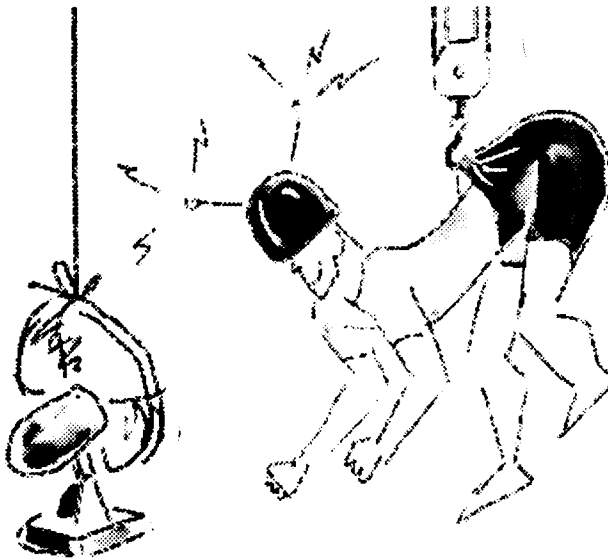
simulated with powerful enough hydraulics driving the platform.

Since rollers can be slightly dangerous if you ride them too casually, I would incorporate a computer controlled restraint system to keep the bike from accidentally leaving the platform, saving the rider from a non-virtual crash. The rider should also be suspended from the ceiling or a frame of some sort, like a medieval jousting might have used to mount a (real) horse.

The possibilities are endless. Our Virtual Reality Interest Group could meet in the evenings on the Internet to ride in exotic locales with friends from all over the world while never leaving the comfort of home. I can see the listings now!

A22 ride for Virtual Reality freaks. Meet on high bandwidth chat node 11 of our BBS right after Star Trek for a jaunt to the Gamma Quadrant. We're co-hosting this ride with some programmers from

Industrial Light and Magic. Jadzia Dax and Major Kira will be there. Picard will join us, but will be on horseback. His virtual horse (rendered by Sorayama) promises to leave only virtual horse apples. See if you can guess who's real. We've got some great Artificial Intelligences in the club. Or, see if your AI can fool us while you slip out for a real ride!!! Prizes for best AI and best costume. Debrief at the virtual Skylark afterwards for carbo's and coffee. (Or anyplace your bandwidth can support. After all, you can be virtually anywhere!)



*The ultimate in virtual reality? Rider on virtual bicycle approaching State Line. Is it real or is it simulated? Ideally, the rider should be the last to know!*

**Editor's Note:** The following was inadvertently omitted from Peter's article, "Loving Numbers", last month.

When I first mentioned the Avocet 50 I said that it had turned my riding upside down. Since I got the Avocet I'm being ruled by dots and squiggles on the screen of my computer. I ride just to see my effect on the graph. It is only possible to understand Zorba's words in retrospect. The anxious groom would never believe him and in my case, who would think his words applied to mere numbers.

I am suffering the full catastrophe. I've gone from riding my bike to being ridden by my bike log!

I miss the Frejus, devoid of frills, but for me, future shock is a thing of the past. I'm a victim of an insatiable attraction to the gadgets and technology of the 20th century.

Gotta go, I've only done 10.2 miles, its 9:22 p.m. and I don't want to ride my rollers too late!

The author would gladly help anyone set up a spreadsheet log on their computer. He is curious if others would be similarly accursed, or if the problem is his alone.

# VIRTUAL CYCLING

By Grace Lichtenstein

I haven't done much cycling since the frigid weather arrived. Instead I've been "surfing" the Internet and commercial on-line computer networks. I've discovered you can waste away the hours talking about cycling, even when it's too cold to do anything about it.

Every major commercial service -- Prodigy, Compuserve, America OnLine, GENie -- has an electronic bulletin board where bicycle people conduct public conversations via their computers and modems. My introduction to them came through Prodigy, where Bicycling is a topic within the Sports Bulletin Board. When I switched to Compuserve (it offered me more business applications) I discovered an equally active "Cycling" crowd in the Great Outdoors forum. America Online, meanwhile, has Bikenet, a fast-growing area with specific sections dedicated to Bicycling magazine, LAW and industry groups.

The cost of commercial services varies, but in each case you pay a flat amount per month plus hourly charges for "connect" time. Once you are a subscriber, you can eavesdrop on these and other discussions without ever contributing your own thoughts. That's called "lurking," and it is considered perfectly acceptable "netiquette." But it's more fun to jump in and chat.

Compuserve is especially diverse. Members of all ages and professions from all over the world log on to discuss both recreational and competitive aspects of the sport. A typical few days' worth of chat might cover topics ranging from the latest Motorola racing team gossip to a comparison of polypro versus Thermax underwear. Members are often asked for recommendations -- "does anyone out there think the 'Dale R500 is as good as a Trek 1200 and why?" Such queries always bring a string of replies, and if you wonder what expertise the respondents have, all you have to do is ask them. These exchanges become part of the "thread" of messages.

Why bother tying up your phone line and paying good money to stare at your computer screen reading notes from riders from Auckland to Woonsocket whom you've never met? For one thing, it's interesting to discover what other bike folks are concerned about these days. In some instances it's similar to scanning the latest cycling magazines for guidance on titanium frames or a better weight-training routine, except that on an interactive network, you can ask the author for more information.

Better yet, bulletin boards (shorthand: BBS) can help you find answers to questions that your local friends might not be able to answer -- such as what the Hotter Than Hell Hundred is really like, or where to find a bottom bracket tool that's been discontinued by its manufacturer.

The amount of bicycle chat floating in commercial cyberspace is small compared with the huge resources of the Internet, which is the web of networks that links several million people worldwide. Internet access is simple to obtain (and usually free) to those affiliated with a university or research institution. Ask your Academic Computing guru or Information Services manager whether your institution is connected to the Internet. If it's not, you can still get Internet e-mail by using a commercial service like Compuserve or AOL as a gateway. And e-mail leads to The Lists.

Bear with me now; the (cliche alert!) information superhighway begins to resemble a maze at this point.

The Internet has several avenues of electronic conversation on cycling and other topics. The easiest way to navigate is through "lists," which are bulletin boards that share messages by posting them to your e-mail address. You begin by sending an e-mail message to a list manager requesting a "subscription," thus adding your name to those who automatically get all messages, either individually, or in batches called "digests."

Cycling lists include EBIKES, a New York metro area list begun last summer, BICYCLES, a national list, and TANDEM. Join one or more and pretty soon your e-mailbox, whether it's located at

Compuserve, AOL or your university Internet site, fills up with messages from subscribers on a variety of subjects. You can put your own two cents' worth in whenever you feel so inclined.

Some network addicts think BICYCLES can get a bit tedious. (Recently there was an endless thread on chain waxing.) But it is still a terrific place to find, for example, informed opinions on the merits of different brands of clipless pedals, or a Dutch contributor who can describe specific travel routes in Holland for a tour next summer. To join, e-mail the sentence "subscribe BICYCLES <your first and last names>" to: listproc@yukon.cren.org. (What is this and where is it? Beats me. All I know is that within our lifetime, the notion of "Jane Doe, PO Box 00, Brooklyn, NY 11299" is going to seem as archaic as the Pony Express.)

EBIKES is promising. A growing number of NYCC members, including Ben Goldberg, Sherman Pazner and Alison Kaplan, plus Jon Orcutt and Danny Lieberman of Transportation Alternatives, are among the subscribers. Send a "subscribe" message to: ebikes-request@mailhost.panix.com.


For anyone with full Internet access, the best discussions are conducted through Usenet, which is a gigantic Bulletin Board with groups devoted to every conceivable topic. Unfortunately, even if you do have access, you must learn a hellishly complicated series of Unix computer language commands to delve into it.

Once you do, look for these groups: 1/rec.bicycles.marketplace (bikes and parts wanted or for sale), 2/rec.bicycles.misc (general riding techniques, physiology, injuries, diets, etc.), 3/rec.bicycles.racing (techniques, results, rules), 4/rec.bicycles.rides (tours, training, routes), 5/rec.bicycles.soc (social issues, advocacy, conduct, laws), and 6/rec.bicycles.tech (engineering, construction, maintenance).

The first thing a new user should do is download the weekly posting of Frequently Asked Questions, or FAQs, from one of these Usenet sections. The complete set of FAQs forms almost a book-length set of articles. A sampling: there's a report about frame stiffness measurements by a techie that suggests the differences in various frame materials are actually small and undetectable by measuring instruments, no matter what riders say... a guide to training for a century... winter cycling tips... a recipe for "nuclear free nutrition bars" made with oat bran... info on front brake usage from the redoubtable John Forester, a regular contributor... even a summary of cures for road rash!

Once you get the FAQs, you can lurk or join in on various conversations on the subjects that interest you. The sheer amount of talk going on is overwhelming. Hundreds of messages are posted each month. Not long ago, for instance, there were conversations on "what does your city do to help winter cyclists?" (one fellow in Oslo, Norway, replied, surprisingly, "not much.")... "My accident: am I at fault?"... and "Seinfeld's Klein/Cannondale switch," to list just three threads.

Meanwhile, Ben Goldberg tells me there is even a Team Internet. A USCF-registered racing club has been formed consisting of cyclists from around the country who have access to the Internet. "Team Internet" currently has about 75 members. Anyone is welcome to join, and the club is already registered with NORBA, the National Off Road Bicycling Association). Do these people actually ride anything besides their keyboards? Contact Ben for more details.

I suspect this is a big yawn for some of you. Yes, there is a lot of chat you might not care about, and it takes practice navigating on-line services to find stuff that does matter to you. That's part of the enjoyment of logging on. Besides, what else do you do when it's minus 5 with the wind chill, another blizzard is about to strike, and you have already snuggled with your mate while viewing the last of your rented videos? Watch the weather channel? 

Note: Network users may contact Grace at Compuserve ID 73424,565 or [lichtens@newschool.edu](mailto:lichtens@newschool.edu)

# 1994 Limited Edition: New York Cycle Club Jersey

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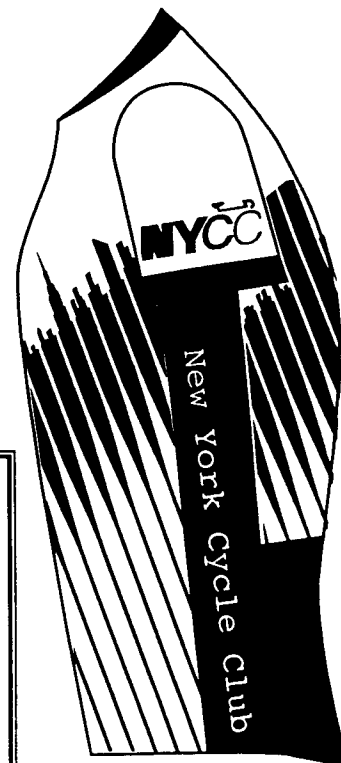
**NEW FOR 1994, A PURPLE CLUB JERSEY, BLACK SHORTS, AND A MUSETTE BAG.**

They will have sublimation printed designs on CoolMax material. The colors for the jersey are: White background, Purple Skyline, Black NYCC logos (except for the large white one on the purple rear pockets), black side panel, with New York Cycle Club spelled out in white. Price will be \$50 each.

The shorts will be black with a white NYCC logo at \$45 per pair.

Many sizes are available (see order form):

The musette bag logo will be silk-screened white on navy blue rip stop parachute cloth.



# 1994 New York Cycle Club Jersey & Shorts & Bag

## Order Form

14

The new jersey will have sublimation printed designs. The colors are: white background, Passionate Purple Skyline, Black NYCC logos (except for the large white one on the rear pockets), a black side panel with New York Cycle Club spelled out in white. It will be manufactured of CoolMax material, by CANARI Cycle Wear Products of San Diego, California, supplier to many racing teams and retailers.

These newly designed cyclewear items incorporate the Official club logo, both of which have been designed by club member Michael Toomey.

Ten sizes are available: XS, S, M, L, XL for women and S, M, L, XL, XXL for men (note: jerseys will be supplied with an extra-long 14" zipper).

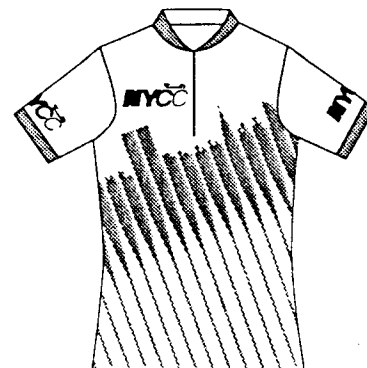
Prepaid mail orders are accepted c/o of club President, Geo Kaplan, 18 West 16th street, Apt PFF, New York, NY 10011 through May 15, 1994. Delivery time: Approx. 6-8 weeks.

Name \_\_\_\_\_

Address, Apt No. \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Telephone number (including area code) \_\_\_\_\_



QUANTITY	STYLE/SIZE	CHEST	WAIST	UNIT COST				
<b>JERSEY</b>	<b>WOMEN</b>	Chest	Waist		<b>SHORTS</b>	<b>WOMEN</b>	Waist	
_____	Extra small			\$50.	_____	Extra small	22-24	\$45.
_____	Small	32-34	24-26	\$50.	_____	Small	24-26	\$45.
_____	Medium	34-36	26-28	\$50.	_____	Medium	26-28	\$45.
_____	Large	36-38	28-30	\$50.	_____	Large	28-30	\$45.
_____	Extra Large			\$50.	_____	Extra Large	32-34	\$45.
					_____	X Extra Large	36-38	\$45.
<b>JERSEY</b>	<b>MEN</b>				<b>SHORTS</b>	<b>MEN</b>		
_____	Small	36-38	28-30	\$50.	_____	Small	24-26	\$45..
_____	Medium	38-40	30-32	\$50.	_____	Medium	28-30	\$45..
_____	Large	40-42	32-34	\$50.	_____	Large	32-34	\$45..
_____	Extra Large	42-44	36-38	\$50.	_____	Extra Large	36-38	\$45..
_____	XExtra Large	44+	38+	\$50.				

**MUSETTE BAG** One size fits all \$ 8.

NOTE: PLEASE CIRCLE THE SIZE AND STYLE (MENS OR WOMEN'S) THAT YOU WANT.

You have paid (amount) \_\_\_\_\_ by:  
Cash: \_\_\_\_\_ Check: \_\_\_\_\_ Check No. \_\_\_\_\_

The total number of jersey(s) ordered is \_\_\_\_\_  
The total number of shorts ordered is \_\_\_\_\_  
The total number of bags ordered is \_\_\_\_\_

DO NOT FILL IN BELOW..... (make checks payable to New York Cycle Club)

Payment Received by _____	Date _____
Jersey(s) Received by _____	Date _____
Shorts Received by _____	Date _____
Musette Bag(s) Received by _____	Date _____

## Minutes

Present: Geo Kaplan, Larry Ksiez, C. J. Obregon, Reyna Franco, Herb Der-showitz, Jane Kenyon, Karin Fantus, Caryl Baron, Steve Britt, and Peter Hochstein. Absent: Mitch Yarvin and Jody Saylor. Geo opened the meeting at 6:45 P.M. The minutes of the meeting of January 4, 1994 were introduced and approved.

Reyna reported the club had received \$4,302 in 1994 dues, and reviewed the costs of the Bulletin. Herb reported that there were 331 members renewed as of January 31 and that last year there had been 304 as of February 8.

C. J. reported that the Central Park committee was working with the In-line skaters Association to develop an educational program relating to use of the park.

The Board discussed methods of membership recruitment. It was agreed that a small portable banner should be made up identifying the club, which could be displayed on the Hill.

Next there was a discussion of the club's answering service and how to make it more effective. The Board decided to expand to voice mail service, with 7 for, 1 against, and 1 abstention. The meeting adjourned at 8:34 P.M.

*Respectfully Submitted,*

*Conrad J. Obregon, Secretary*

## Re-Cycling

**WANTED:** Good used gruppo set, wheel set, parts, etc. to build up racing frame. Must be nice mid to high end stuff, reasonably priced. **Allan (718) 849-8152.**

**WANTED:** Players for an informal Central Park Tennis League. We did it last year and it was a success. Let's try again this Spring. Call **Jonathan at 212-794-4692.**

**FOR SALE:** Basso Ascot frame 52cm, Col. m.s., C. rec. s.p., Mavic b.b., paint by Tom Kellogg \$425. Time Ti. Mag. pedals-very little used. New \$295. Sell \$125. Syncros Ti. s.p. 27.2 230 mm. \$90. TTT h.b. 41cm \$25. TTT stem 10cm \$25. Suntour XC Pro 93 mtn. bike levers \$35.

Call Maynard 212-265-6330 anytime.



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# 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 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: \_\_\_\_\_ Check Amount: \_\_\_\_\_

New \_\_\_\_\_ Renewal \_\_\_\_\_ Change of Address \_\_\_\_\_

Circle if applicable: I do not want my (Address) (Phone Number) published in the semi-annual roster.  
Other cycling memberships: AMC AYH Bikecentennial CCC CRCA LAW TA  
1994 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). Mail this application with a check made payable to the New York Cycle Club, P.O. Box 199, Cooper Station, New York, N.Y. 10276.



# NYCC April MEETING

T U E S D A Y, A P R I L 1 2, 1 9 9 4

## Downstairs at Houlihan's

in the Empire State Building at 34th St. & Fifth Ave.

## Join Mark Roland of *in* TRAFFIC

for an insider's look at the workings of a regional cycling magazine.

Mark Roland, founder and editor of *in* TRAFFIC, the Metro Cycling Journal, speaks for the first time in public of the rough and tumble world of small-time publishing. The glamour is here, of course, from schmoozing with Joe from Joe's Bike & Lawnmower to free rear view mirrors from manufacturers trying to curry favor. But Roland won't shy away from the danger either: he'll talk about his battle with carpal tunnel syndrome and bad checks from classified advertisers. Learn how the NYCC inspired him; find out about his humble beginnings; hear why you should never attempt anything so foolish. Be there for the inside scoop!

Meet at 6:00 p.m. ☐ Dinner at 7:00 p.m. ☐ Program at 8:00 p.m.



**New York Cycle Club**  
P.O. Box 199  
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New York, N.Y. 10276

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