

December
1994

NYCC Bulletin



" 'Why not let Rudolph spend Christmas Eve with his mom?' you said! 'We've done this ride dozens of times,' you said! 'We have his cue-sheets, how can we possibly get lost?,' you said! "

New York Cycle Club

P.O. Box 199
Cooper Station
New York, N.Y. 10276
(212) 886-4545

President

Geo Carl Kaplan
(212) 989-0982

V.P. Programs

Lori Vendinello
(212) 353-9068

V.P. Rides

Lawrence Ksiez
(718) 478-0644

Secretary

C.J. Obregon
(212) 876-6614

Treasurer

Reyna Franco
(212) 529-6717

Public Relations

Karin Fantus
(212) 873-5559

Membership

Herb Dershowitz
(212) 929-0787

Special Events Coord.

Jane Kenyon
(212) 662-1935

Bulletin Editor

Caryl Baron
(212) 595-7010

A-Rides Coordinator

Steven Britt
(718) 204-4970

B-Rides Coordinator

Mitch Yarvin
(212) 769-2637

C-Rides Coordinator

Barbara Julich
(212) 982-8936

NYCC Ride Guidelines

Ride Style	Description
A	Vigorous riding with advanced bike handling ability including cooperative paceline skills. Stops every 2 hours or so.
B	Moderate to brisk riding with more attention to scenery. Stops every hour or so.
C	Leisurely to moderate riding, sightseeing and destination oriented. Stops every half hour or so.
ATB 1	Hilly to mountainous and single-track riding. Mountain bikes only.
ATB 2	Rolling to hilly with some single track and trail riding. Mountain and hybrid bikes.
ATB 3	Flat to rolling, trails and road riding. Mountain and hybrid bikes.

Ride Cruising Speed	Central Park Self-test 4 - Lap Time
22 + mph	1:10 or less
21	1:10 - 1:13
20	1:13 - 1:16
19	1:16 - 1:20
18	1:20 - 1:25
17	1:25 - 1:30
16	1:30 - 1:38
15	1:38 - 1:48
14	1:48 - 2:00
13	2:00 - 2:14
12	2:14 - 2:30
11	2:30 - 2:50

NYCC rides are friendly group rides by people of similar riding abilities. A volunteer leader plans the route and maintains the listed pace (e.g. B15 - see charts).

RIDE STYLE indicates the type of riding. See chart left.

CRUISING SPEED indicates the ride's speed on flat terrain.

Over rolling terrain, **AVERAGE RIDING SPEED** is 3 mph less than cruising speed; **OVERALL SPEED**, including stops, is about 6 mph less than cruising speed. These speeds will vary plus or minus 1 mph according to terrain.

SELF-TEST: Assess your personal cruising speed by riding 4 laps (24.08 miles) around Central Park at a comfortable pace and matching your time with the chart at left. NOTE: Riding one loop will give you a false assessment. *(The northern end of the park can be dangerous; ride with other cyclists.)*

YOUR FIRST NYCC RIDE: For your own enjoyment, be conservative. Choose a ride easier and shorter than you think you can ultimately handle. You won't enjoy struggling to keep up, nor make new friends by causing them to wait for you. It's a good idea to call the leader a day or so before the ride, and to introduce yourself when signing up at the start.

BEFORE THE RIDE: Check that your bike is in good riding condition: brakes and derailleurs working well, tires pumped to the pressure specified on the sidewall. Eat breakfast.

BRING: spare tube water **SUGGESTED:** lock
patch kit snacks rail pass
tire levers medical ID map
pump emergency phone # money

Leaders may specify other items in their ride listings.

WEAR YOUR HELMET! NO HEADPHONES.

WEEKEND EVENTS: These are usually in hilly country. You should be able to cruise at 14 mph, otherwise you may not find any groups to ride with.

Bike Trains

Saturdays and Sundays from April 16 through November 30, MetroNorth has scheduled specific trains to/from Grand Central Station to accommodate large groups of cyclists.

	From GCT	To GCT	To/From
Hudson Line	7:55 am	4:19 pm	Poughkeepsie
Harlem Line	8:47 am	4:08 pm	Brewster North
New Haven Line	8:07 am	3:58 pm	New Haven

Bike passes are always required. **There are no Bike Trains on holiday weekends.** Refer to roster for restrictions which apply at other times. If you are leading a ride and absolutely require a Bike Train at another time, you must call NYCC's MetroNorth liaison, Jeff Vogel at (718) 275-6978 well in advance to try to arrange another train for your ride.

The NYCC Bulletin is published monthly by the New York Cycle Club. The opinions expressed are those of the authors and do not reflect the official position of the NYCC.

Copyright © 1994, NYCC. All rights reserved. May not be reprinted in whole or in part without written permission of the editor.

Subscriptions: Free to NYCC members. See inside back cover for information. If you don't receive your copy by the first of the month contact the President.

Credits: Front Cover art is by Mike Samuel. The serif type is Habitat, designed for the Mac by Joe Treacy. The sans-serif type is Gill Sans, designed in 1930 by Eric Gill and adapted to the Mac by The Monotype Corporation. Spelling compliments of Bill Gates. Printed at Dandy Printing, Brooklyn, N.Y.

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

Submission Guidelines: Editor is Caryl Baron, 165 West End Avenue, Apt. 29K, NY NY 10023. All articles must be submitted to the Editor on a 3.5 inch diskette plus hard copy. Advise operating system, software and phone number.

Material may be edited for length and clarity. A full page of text is 4150 - 6000 characters (750 - 1090 words). Publication is determined by available space, 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 material may be published without additional approval. Call the Editor for guidelines and/or advance approval.

Deadline. All submissions and advertising are due the day of the Club meeting of the month prior to publication.

All material for the JAN Bulletin is due DEC. 12 !!

Club Rides

RIDE LISTINGS: To lead a NYCC ride next month and list it in the Bulletin, contact the Rides Coordinator (listed on page 2) for that ride class on or before this month's club meeting date.

Unless otherwise stated, precipitation at starting time cancels the ride.

SATURDAY, DECEMBER 3RD

ALL CLASS DIM SUM RIDE

Space is limited, reservations IMPERATIVE.

A 50mi Dim Sum 9:30 a.m.

Leader: Herb Dershowitz (212) 929-0787. From the Boathouse. Ride somewhere west of the Hudson and reach "Dim Sum" in Fort Lee at 21 noon. Reservations a must - call ride leader. Bring \$15 for lunch bike parking at restaurant. Rain & predicted high below 35 degrees then call leader for directions to meet at restaurant at 12 noon.

B 40mi Dim Sum 9:30 a.m.

Leader: Liane Montesa (212) 534-5736. From the Boathouse. See "A" Listing for info.

C 30mi Dim Sum 9:30 a.m.

Leader: Roscoe George (212) 989-0883. From the Boathouse. See "A" Listing for info.

SATURDAY, DECEMBER 3RD

A19 50+mi Park Ridge 9:30 a.m.

Leader: Mark Martinez (718) 726-7644. From the Boathouse. Short, sweet the Diner. High Below 40 degrees cancels.

B16 35mi Back-By-Noon Series 9:30 a.m.

Leader: Gene Vezzani (212) 875-1615. From the Boathouse. Get your heart rate up during this 2 1/2 hour spin into New Jersey.

SUNDAY, DECEMBER 4TH

A19 50mi Still Riding in December? 9:00 a.m.

Leader: Rich Borow (212) 866-1966. From the Boathouse. Stuffed from Turkey and Dim Sum - Let's Spin to Blauvelt to avoid getting too fat during December (and Christmas / New Year's)! Temps. below 35 degrees. let's get out the "roller blades" instead!

B 50mi North From Nyack 9:00 a.m.

Leader: Henry Joseph (212) 989-8176. From the Boathouse. Enjoy the icicles on the evergreens - sample a preview of Old Man Winter. Freeze your butt off - have a nice day. Blizzard cancels.

C 25+mi Frostbite #1 10:00 a.m.

Leader: Roscoe George (212) 989-0883. From City Hall. To Sheepshead Bay & return via Historic Brooklyn Bridge & Prospect Park - lunch indoors Co-lead w/ 5BBC.

SATURDAY, DECEMBER 10TH

A19/20 55+mi Suck My Wheel 9:00 a.m.

Leader: Kristi Roberts (212) DONTKNO. From the Boathouse. To Head off increasing rumors, today's leader has promised to do the pulling to lunch. But let's be fair, those who know better should show up and not allow this to happen! Snow, ice, other nasty stuff cancels.

C14 35mi Back-By-Noon Series 9:30 a.m.

Leader: Gene Vezzani (212) 875-1615. From the Boathouse. Join us for a 2 1/2 hour spin that gets you home by noon. The destinations either State Line, River Road, City Island or the back roads of New Jersey.

SUNDAY, DECEMBER 11TH

A 55+mi Last Call 10:00 a.m.

Leaders: Jeff Vogel (718) 275-6978 & Herb Dershowitz (212) 929-0787. From the Boathouse. It's time for some old-fashioned carbo-loading. We'll do a loop through Bergen and Rockland Counties before lunch. Be prepared for some seasonal cheer at Company B's. That's "B" for Beer, mate. Canceled if the Brew freezes.

B16 50mi Nyack 9:00 a.m.

Leader: Karl Dittebrandt (212) 477-1387. From the Boathouse. It's Nyack again, only this time a route you may not know very well or at all - I don't even know it... yet. Snow or other precip. cancels.

C 30+mi Frostbite #2 10:00 a.m.

Leaders: Gene Vezzani (212) 875-1685 & Gary McGraime (212) 877-4257. From City Hall. Back roads of New Jersey Via Bill Miller's Riviera (G.W. Bridge) - Gourmet lunch. Below 35 degrees or precip. cancels.

MONDAY, DECEMBER 12TH

A18 50+mi Not A Jeff Vogel Midweek Ride 9:00 a.m.

Leader: Amy Hanowitz (212) 288-6324. From the Boathouse. Start the holiday celebrating early with a ride today, followed by tonight's club party. We'll head toward Nyack and decide how close to it we'll go. Short deli stop. arrival of baby Slotin cancels. (call leader)

Monday, Dec. 12, 6:00 p.m.

**NYCC Holiday Party at
the Roundabout.**

**Eat, drink and make merry.
If you haven't sent in your
check, do it NOW!**

**Don't forget, all Rides and
Bulletin material due!
See back page for details.**

FRIDAY, DECEMBER 16TH

A/B/C 30mi Holiday Lights 6:45 p.m.

Leader: Marty Wolf (212) 935-1460. From the parking lot in City Hall. Enjoy this festive season with a friendly-paced ride to the Flatbush Section of Brooklyn to pedal past some of the most outrageous, extravagant and at times, downright tacky Christmas displays in the entire NYC area. Although this is a short ride in distance, don't plan to be home before 11 p.m.

Club Rides

SATURDAY, DECEMBER 17TH

A19 60mi Valhalla 9:30 a.m.

Leader: Jody Saylor (212) 228-0440. From the Boathouse. We'll ride through Westchester over the dam to breakfast at the Valhalla Diner. Then, a toasty fireplace and hot cocoa after the ride at Christy and Jody's place. Below 32 degrees cancels.

B16 35mi Back-By-Noon Series 9:30 a.m.

Leader: Gene Vezzani (212) 875-1615. From the Boathouse. Join us for a 2 1/2 hour spin that gets you home by noon. The destination is either State Line, River Road, City Island, or the back roads of New Jersey.

SUNDAY, DECEMBER 18TH

A20 55mi White Plains 9:00 a.m.

Leader: Karl Dittebrandt (212) 477-1387. White Plains again. Breakfast at the Flagship Diner. Be Prepared for a train ride home if weather gets bad, so bring Metro-North pass. Snow or rain, temps below 35 degrees cancels.

B13 30+-mi Playing it By Wheel 10:00 a.m.

Leader: Sandy Gold (212) 222-4076. From the Boathouse. Rather than committing to a specific destination, let's "wheel it". Depending on weather conditions, temperature, and turn-out, we'll decide on the spot where we'll ride. Helmets, spare tube required. The usual cancels.

C 30+-mi Frostbite #3 10:00 a.m.

Leaders: Gene Vezzani (212) 875-1615 & Roscoe George (212) 989-0883. From City Hall. Alpine Via G.W. Bridge. Indoor picnic lunch? Below 35 degrees or precip. cancels.

SATURDAY, DECEMBER 24TH

A20+ 60+-mi Not For Jews Only

Leaders: Jeff Vogel (718) 275-6978, Grinch & Scrooge (800) HUM-BUGG. From the Boathouse. Maybe if we try this ride on Christmas Eve, it will finally happen. As a Christmas present, I promise a brand new route to Nyack. Ride is canceled if we have a white Christmas, or if two of the three leaders show up.

SUNDAY, DECEMBER 25TH

A19 50+-mi Christmas in New York 9:30 a.m.

Leader: Scrooge 1(800)MRY-XMAS. From the Boathouse. I wasn't able to make that ride yesterday, but today is Christmas and I feel like a new man. Weather dictates which side of the Hudson we'll travel on today. Don't forget to show off your new goodies! Too much Christmas cheer cancels.

SATURDAY, DECEMBER 31ST

A20 54mi The Last "A" Ride (Of The Year) 9:00 a.m.

Leader: Christy Guzzetta (212) 595-3674. From the Boathouse. I promised myself this would be the last ride I'd lead in 1994. Here's your last chance for 1994 miles as we go to Park Ridge. Severe weather, cold cancels.

B16 35mi Back-By-Noon Series 9:30 a.m.

Leader: Gene Vezzani (212) 875-1615. From the Boathouse. Join us for a 2 1/2 hour spin that gets you home by noon. The destination is either State Line, Rover Road, City Island or the back roads of New Jersey.

SUNDAY JANUARY 1ST

A18 55mi Annual New Year's Day Ride 10:00 a.m.

Leader: Marty Wolf (212) 935-1460. From the Boathouse. If your worried about keeping your 1995 mileage chart empty until spring, here's your first chance to get off to an easy-paced start. Brunch at the Flagship in White Plains. (No chart? the leader will give one to all who ride today!)

C 25mi New Year's Day At The New York Botanical Gardens 10:30 a.m.

Leader: Elly Spangenberg (212) 737-0844. From the Plaza Hotel. Enjoy warmth in January with a trip to the conservatory's Desert & Jungle climes. Lunch at a local diner. Bring \$3.50 for admission to the conservatory plus a donation for the gardens. Flat ride. Below 35 degrees or precip. cancels.

RIDE PREVIEW

SUNDAY, JANUARY 22ND

A 45+-mi Queens For A Day Brunch 9:00/9:40 a.m.

Leaders: Jeff Vogel & Margaret Cipolla (718) 275-6978. From the Boathouse at 9:00 a.m. and the Roy Rogers at Queens & Woodhaven Blvds at 9:40 a.m. Often described as a curb hopping expedition, this ride explores Queens using some almost ideal cycling roads and will include a few laps on the Kissena Velodrome. After the ride, indulge in the famous Cipolla-Vogel all-you-can-eat Brunch. Nasty weather cancels the ride, but not the Brunch. Call if you need directions. P.S. the leaders won't be upset if you do your own ride (or no ride at all) as long as you show up for Brunch.

Out of Bounds

TOUR DI TOSCANA

JUNE 4 THRU JUNE 10***.

Six days of riding in hilly Tuscany designed for A+ to B+ riders. 50 to 85 miles daily on beautiful back roads. Pre-scouted route starts and ends near Florence, travels through mountains, forests, wine country and medieval cities and is very pretty. Includes six nights at 3 star hotels, breakfasts and huge group dinners, van support, detailed maps & cue sheets and 2 experienced Italian speaking leaders. In anticipation of offering new Fall \$2,100 Tuscany tour commercially, leaders will run this NYCC non-profit trip at actual cost - estimated to be between \$1,000 and \$1,200 - in exchange for feedback and miscellaneous assistance. Limited to first 10 paid people - \$350 non-refundable deposit due before March 1. ***Early Spring week possible by arrangement prior to Jan. 31. Call Lori Vendinello for more info. (212) 353-9068.

SATURDAY JULY 1 - THURSDAY AUGUST 31, 1995

Bike/Camp Immortal Cubal A/B 45-55 mi daily

Seeking marine-tough female bike companero to bike over primordial rain-forested Baracoa, Escombre, Sierra Maestre and Pinar del Rio mountains. Thrill to refulgent cities of Santiago, Trinidad, Cienfuegos, Sancti Spiritus, Cardenas, Havana, etc. Our extensive historic architecture photography accrues us historic research approved travel status from treasury dept. RT airfare (change Miami) c. \$400. Daily expense for food, etc. c. \$15. Call Paul "Ernesto" Rubenfarb (212) 740-9123.

From the Boathouse

On November 3rd, late in the afternoon, I received a call from Bob Goddu of the Road Runners Club. "Geo, will the New York Cycle Club provide about a dozen cyclists to escort wheel chair participants in the Marathon on Sunday?" I thought to myself, why not wait until Saturday, but I replied, "Sure, I'll do the best I can, but I won't promise anything." "Great," said Bob, "I'll call you about ten o'clock tonight. Bye."

To make a long story short . . . by nine thirty that evening I had twenty-one New York Cycle Club members who had agreed to show up at the Public Library on Fifth Avenue and Forty-Second Street before six o'clock on Sunday morning. When I told Bob Goddu, a half hour later, that I had twenty-one, he said "But, we only need a dozen," so I called all those with colds, and left them off the hook.

Sunday morning, November 6, at five-forty-five in the morning the following members of the New York Cycle Club boarded buses, with their bikes, and headed for Staten Island: Ed Allen, Jim Babbitt, Rich Borow, Steve Britt, Andy Cohen, Mike DeLillo, Sandy Gold, Claire Goldthwaite, Amy Hanowitz, Geo Kaplan, the two Richards - Ellen and Rosenthal, Gene Vezzani, Marty Wolf and Mitch Yarvin.

At seven thirty, we headed out over the Verrazano Narrows Bridge, leading the first of the wheel chair participants in the Marathon. Our job was to insure that intersections were clear of oncoming and crossing traffic. Although the barriers were out and police were present, the course was not closed to traffic - we were it! This was the first time that the wheel chair and other Achilles Track Club Marathoners started ahead of the main race. We learned by doing: on-the-job training. We ended up by escorting individual wheel chair marathoners through the twenty-six plus mile course. The lead was four cyclists and the we worked in pairs and even singly. Every one of our

charges finished - some a little worse for wear - but they finished.

To a person - man and woman - we all derived the most satisfaction from cycling that we have ever obtained in all of our bike riding lives. At six o'clock Sunday evening Bob Goddu called me on the telephone, "Thank you, Thank you, Thank you, Thank you . . . we want fifty of you next year."

This being December - and the season of giving - the members of the New York Cycle Club have given - well done! Thank you, Thank you, Thank you, Thank you . . . one and all!

Thank you to Herb Dershowitz, Karen Fantus, Jane Kenyon, and Larry Ksiez, who are stepping down from the Board. Combined they have over ten years of New York Cycle Club Board service. And, welcome to the Board Rich Borow, Michael Toomey, Gene Vezzani and Linda Wintner. So, for 1995 the New York Cycle Club Officers and Board will consist of VP Programs - Lori Vendinello, VP Rides - Steve Britt, Secretary - C.J. Obregon, Treasurer - Reyna Franco, Public Relations - Michael Toomey, Membership - Mitch Yarvin, Special Events - Barbara Julich, Bulletin Editor - Caryl Baron, A-Rides Coordinator - Rich Borow, B-Rides Coordinator - Gene Vezzani, C-Rides Coordinator - Linda Wintner, and this writer as President. All of us will do the best we can.

This is a thank you to all who have helped the past year - Christy and Jody, Jeff and Margaret, Fred, Richard, Michael, Irv, Larry, Marty, Bob, Steve, Don, Liane, Peter - truly I should name all the members of the club: the racers, the marathoners, the tri-athletes, the Ride Leaders, the planners, and all those who showed up for weekends, for events, for rides - all of you helped to make this the best cycle club in the world. You have all made my job as president a piece of cake.

See you on the road!



WATCHES FOR SALE !!

Currently for a limited time and at an on order basis, you can own your very own genuine NYCC watch! A water resistant, quartz movement watch with leather band and the NYCC logo and name on the face. it even has a sweep second hand! All this for \$25.00. Makes a great gift for yourself or another cub member. As stated before, this is at an on order basis, once I've got 12 or more orders for watches, I'm sending it in. Be the first on a ride with a NYCC watch. Amaze your friends. Cash or Check accepted. Order Now !!! Contact Lawrence Ksiez from 8am to 5pm @ (212) 450-7083 and after 6pm @ (718) 478-0644.

LOST AND FOUND

Bottle cages belonging to Ed Allen were found by the bartender at the November 8 Club meeting at O'Hara's and given to someone. Would the person the bartender gave them to please contact Ed at 666-6844.

BICYCLE MAINTENANCE SPECIALIST

W
H
E
E
L
I
X

- all kinds of bike repairs done on or off premises
- custom work for physically challenged athletes
- available in New York City and tri-state area
- expert workmanship
- pick up and delivery
- 24 hour turnaround
- satisfaction guaranteed
- references on request



Now you don't have to leave work early or be late

Call FRANCIS at (212) 491-1665
or beeper (517) 875-8099

**Don't forget to install a new battery in your cycle computer on January 1,
and start your 1995 mileage from 0.**

Blowouts

by Lou S. Pokes

So here's the results of the two events previewed here last month.

First, congratulations to our NYC Marathon finishers: **Charlie Katz** - 3:37 (and 28 pounds lighter than when he started training); **Terry Brady** - 3:44; **Jillian Lazaridis** - 3:52; **Liane Montesa** - 4:17; **Sandra Kudrecki** - 4:29; **Kevin Mulvenna**, who asked to have his time listed as "finished"; and **Dave Obelkevich**, who ran 3:38 after running a 100 mile race two weeks before. Dave says "Thanks" to Elizabeth Maas, who was a great help at the 100 miler, and to the group at the Mad. Ave. bridge for their cheers.

Also congratulations to **Jeanine Hartnett** who completed the Hawaii Ironman in about 13 hours. While that wasn't quite good enough to beat Paula Newby-Fraser, it was good enough for us. Jeanine also set a personal record a week and a half after the triathlon. She didn't do anything for ten days! Nothing, nada, zip. It was the first time ever that she had taken that much time off. Normally a day off for Jeanine is running only six miles! Jeanine claims it was strange taking a shower without being sweaty.

As this goes to press, **Richard Kixmiller** is in Thailand doing an Ironman triathlon, trying to qualify for Hawaii '95. We belatedly wish you good luck Richard!

Here's a record that won't be broken - The youngest person ever on a bicycle. **Daniel Lou Levine Komanoff** was on a bike the day he was born. While Daniel has yet to ride on his own, he did log hundreds of miles around NYC in utero, including Mom's daily bike commuting several hours before the start of labor. Congratulations to **Judy Levine** and **Charlie Komanoff** (yes)!

So we finally found out the real reason behind **Sherri Gorelick** and **Don Mikkelsen's** wedding. They really were afraid of crashers. You can just imagine the shocked and panicked look on Sherry's face when she walked into Carmine's for the post-rehearsal dinner and there were over a dozen of her NYCC friends there already. But they weren't there to crash. They were there for another party. Coincidentally, **Maynard Switzer's** birthday celebration was going on at the same time and place! The wedding itself was great, highlighted by a 15 piece swing band. The dance floor was really hopping when **Alex Von Braun** and **Doug Nervik** collided and, reminiscent of a cycling paceline, took down Sherri's cousin Nancy, who wound up with a black eye. Maybe cycling really is a safe sport.

The quote of the month goes to **Mark Martinez**. After several weeks off recuperating from an accident, Mark said "I feel like I've got Kate Moss' legs." Mark, you've got her whole body!

And best wishes for a speedy recovery to **Robert Ruiz** who was seriously injured in a cycling accident a few weeks ago. Robert, we hope you're well by the start of the speed skating season.

Trick or treat? Yeah, yeah, yeah, I know it's December and I'm still reporting on Halloween but hey, that's deadlines for you. Best costume on **Reyna Frankenstein** and **Amy Hangmansmitt's** Ghouls and Goblins ride goes to **Kathleen Eaton** who wore her black cape for all 63 miles. And, yes, Kathleen we know you're a citizen. We believe you. You don't have to show your passport.

The November Club meeting proved you can invite any Tom, Dick and Harry to talk about frames, as long as it's Tom

Kellogg, Richard Sachs and **Harry Havnoonian**, three master frame builders. We also have pictures of **Tom Kellogg** and **Herb Dershowitz** (no) together to prove, or disprove, that they are the same person.

The original purpose of this column was to give late breaking news and general information, not just gossip. So here goes. Several A riders recently tried Max and Theo's, the new eatery in Nyack that replaced Eat Your Heart Out. Here's their report. It was definitely classier than our usual hangouts with quality food and prices to match. The blueberry and strawberry pancakes (\$4.95) were outstanding. There is a large selection of omelettes (\$4.25 and up) all expertly prepared. Untried were the French Toast and Eggs Benedict. Most importantly the coffee was excellent and the service very good. However, contrary to rumor, they won't be any friendlier to cyclists than the former establishment was. They won't allow cleats inside on their new wood floor. So either bring cleat covers or be prepared to wait for one of their sidewalk tables. (There won't be much of a wait this month!)

Congratulations to **Art Crowley III, Marion Crowley** and **Tara Crowley** for raising over \$150,000 for the Make-A-Wish Foundation this past Halloween. What does this have to do with cycling? Nothing. Good job, guys.

My apologies to **Richard Rosenthal** and his Media Watch, but you missed this one. Were any of you watching the Cable Shopping show on Friday night October 21? They were selling bike clothes, helmets, lights and other accessories. Their expert analyst was none other than **Stefani Jackenthal**. You know why you didn't see it! It was on at midnight! Hello? Is anyone out there? No cyclist is awake on Friday at midnight!

Our Road Hero Award this month goes to **Jim Babbitt**. When a cyclist passing by the hill one recent Saturday asked if he could borrow a pump for his schraeder

wheel, all the A snobs said "Sorry, we only have presta valves. Our pumps won't work." Jim jumped up, took his pump head apart, flipped a couple of pieces and within 30 seconds converted his presta pump to a schraeder pump, saving the day for a fellow cyclist. Our Road Bozo this month goes to everyone sitting there who knew they could change their pump but was too lazy to do so.

Finally, the featured event for December is the All Class Dim Sum Ride to Fort Lee. While the trip itself may be an ordinary cold December ride, this is your best opportunity to watch **Jed Weaver** in action. Based on reports from the first Dim Sum Ride, no one can put away dim sum like Jed!

**Mark said "I feel like I've got
Kate Moss' legs."**

**Mark, you've got her whole
body!**

ACUPRESSURE FOR ATHLETES

WESTERN MIND

EASTERN SPIRIT BODYWORK

to soothe sore muscles after . . .
to energize before . . .
to harmonize in-between.



D. Fong, Ph. D
718.596-1967

No Tech Tips

ATB position nuances

As I have mentioned previously in this space, once your position on your road bike has evolved to perfection — to the point that you can ride comfortably, with aerodynamic efficiency and free of overuse injuries — you will have a “template” for a good fit with future bikes. Road bikes, that is.

But what about mountain bikes? In addition to the obvious differences in their components and their intended use, there are also some small, but significant, variations in rider position that must be addressed. These few minor fit modifications are made necessary by the very nature of mountain biking and by one very big design contrast; there is only one basic hand position on ATB handlebars.

Please keep in mind that these limited remarks are not a primer on mountain bike fit, but rather a guide for transposing an already-established good road bike fit into a good mountain bike fit. If you are less than pleased with your current road bike position, work out those problems first.

Feet first

Because of the need for increased leverage for low-RPM, brute force efforts, ATB cranks are typically 5mm longer than road bike cranks (175mm vs. 170mm, for example) for the same rider. For the metrically challenged, that's a hair less than 1/5 in., but when you add it to the complete pedal circle it's a noticeable benefit.

Foot position on the pedals should be about the same as that on your road bike pedals. Cyclists who have experienced even minor Achilles tendon problems with their road pedal set-up might want to position the ball of the foot about 3-5mm farther ahead of the pedal spindle. In no case should the ball of the foot fall behind the spindle.

I admit that I used to discount the value of pedals with the rotation feature, but my experience with Speedplay road pedals has taught me otherwise. Positioning the cleat remains an important task, but the finicky heel-in/heel-out adjustment is no longer an issue. NYCCer Moe Slotin recently provided me with a review of several scientific studies that indicate pedal rotation very likely prevents knee injuries, and that there is no loss in pedaling efficiency. For a quick review of ATB pedals with rotation, check out your various catalogs. I like Onza.

If a qualified sports medicine specialist familiar with cyclists' unique problems has determined that you are vulnerable to knee injuries related to Q-factor (the distance from one pedal plane to the other; nearly always wider with ATB cranks), get some specific recommendations or do some research to find equipment with a low Q-factor. But first try pedals with lots of rotation.

Back in the saddle

Since ATB cranks are a little longer than road cranks, seat height should be measured from pedal to top of seat (with cranks parallel to seat tube), also taking into account differences between the thickness of the shoe/cleat combo. Okay, now that the seat heights are identical you've reached the starting point for tweaking seat position.

Fat tire folks way more knowledgeable than I recommend a seat height that is lots lower — we're talking 1 in. for technical singletrack, maybe even 2-3 in. lower for downhill racing — than the road bike seat height for the same rider. This is supposed to allow more clearance for rump-whackin' logs and rocks, and to enable the rider to more easily slide off the back of the seat on super steep downhills. It also provides a lower center of gravity for fast corners.

Some mountain bikers engrave marks on their seat posts so they can quickly adjust seat height for technical and non-technical trails. Eventually, nearly all ATBers get tired of raising and lowering their saddles, so they compromise with a position that is slightly lower (about 1/2 in., or 12.5mm) and slightly farther behind the bottom bracket (again, about 1/2 in.).

Try to spread out the adjustments over a few weeks, a couple of millimeters at a time. HOWEVER, at the first, tiniest hint of knee pain, start easing your saddle back toward your road position and get some expert help. Still, don't automatically attribute the problem to seat height alone since there might be other factors involved such as the aforementioned pedal/cleat interface and Q-factor.

Reach for the bars

Seasoned roadies with that idyllic comfortable, aero'-buffed and injury-free position will probably find the stems spec'ed by most ATB manufacturers to be too short and to have too much rise, and the handlebars to be too wide. An excessively nubby stem causes an aggressive rider to feel “bunched up” when maneuvering over obstacles, and it

by Bob Moulder

restricts the amount of forward lean on steep uphill sections. Wide handlebars snag on trees and vines. (Exception to the Rule: Pure downhill machines. High-rise stems and wide handles are mandatory for control on rocky speedways.)

Despite what I said in the above paragraph, don't rush right out and buy a long, low stem. Manufacturers spec' those short stems because the vast majority of ATB buyers don't, and never will, fit the description “seasoned, aggressive, technical singletrack rider.” And, at first, neither do experienced road riders just getting started in mountain biking, and a lot of them never will, either.

The big factor here, as with road bike “reach,” is lower back flexibility. A cyclist who is not comfortable with a long, laid-out position on a road bike won't be comfortable with a stretched out position on an ATB. Indeed, one of the big selling points of mountain bikes is their “upright” riding position.

When deciding upon the appropriate amount of reach for ATB bars, a properly fitted road bike provides a useful working range. The short end of the ATB reach range is equivalent to the road bike's reach measurement from the nose of the saddle to the tops of the handlebars, near the stem. The long end of the ATB reach range is the road bike's reach measurement from the nose of the saddle to the “valley” of the brake hoods. This “reach working range” is about 10cm, which is quite a lot of room to play with.

My recommendation is this: If you have some back problems and a rather upright position on your road bike, start with the short end of the range. If you're sort of middling, split the difference. If you're a certified, butt-whuppin' aero' head, go directly to the long end of the range. Later, adjust to taste. In any event, consider a zero-degree rise stem, which will still give you about 17 degrees of rise because of the head tube angle.

Buyers of Cannondale HeadShok, Girvin Proflex and other bikes with non-standard front ends will have to work with their dealers to figure this stuff out. Some Cannondales are equipped with deep, negative-rise stems. I haven't looked around a lot, but I'm pretty sure there are some -17 degree mountain stems out there.

Handle bar width should be slightly wider (1-2 in.) than your outside shoulder width, maybe more if you feel you need more control.

Now... Let's go cycling!

ABOUT LANGUAGE

BILL

SAFFLOWER

The Mark of Schweber



Who was Schweber, and how did his name become associated with cycling? How was Schweber the person forgotten even as the schweber, badge of the cyclist, became a part of the language? Since the term 'schweber' does not yet appear in any dictionary and there are no scholarly tomes devoted to the life of Jonathan Schweber we must rely largely on hearsay and anecdotal evi-

dence for our investigation into the origin of 'The schweber.'

Geoffrey Zacks, etymological irregular and historian of the Metropolitan Cycle Touring Alliance, has traced the earliest mention of a schweber to the May 24, 1882 edition of 'The Albany Post Gazette,' a weekly review of local news, agricultural prices and sports scores published in Cold Spring, New York. The gazette's title was a refer-

ence to the Albany Post Road. Donald Rutherford, reporting on a bicycle race stated: "Second place was taken by Rufus Long whose racing jersey bore the mark of Schweber." We may thus surmise that "the mark of Schweber" wasn't the schweber of today, not simply because it appeared on Rufus' jersey, but also because Rufus was riding a high wheeler, with no chainring. What then was the mark of Schweber?

With the aid of Mr. Zacks I have been able to discover that Jonathan Schweber was a blacksmith in the town of Garrison. He was renowned as a gregarious individual whose shop and home were open to friend and stranger alike and who would fix anything of metal. It was impossible to stop at 'Jonny's' and not be fed by Ruth, Jonny's wife and in general be made to feel like a member of the family while Jonny sweated over the forge and hammered out ironware at prices that guaranteed a life of poverty for Jonny and his brood.

According to Zacks, roads then were largely unpaved and there were fewer to choose from than today. Centuries — rides of one hundred miles or more done in a single day — were major accomplishments. Deli's did not yet exist and Jonny's home became a stopping place for cyclists riding the Albany Post Road in search of glory. The mark

of Schweber was regarded as the escutcheon of the long distance rider by the bicyclists of New York City. The print of Jonny's hand on a jersey made it an object of reverence and its owner was considered a cut above the ordinary, an authority, a person with stories to tell and advice to be adhered to.

Gradually roads and bicycles improved, centuries came within the grasp of more riders, old traditions eroded and were replaced by new ones or were forgotten. Generations of cyclists who no longer had the opportunity to know Jonny began referring to any blot of grease or dirt as "a schweber" not knowing of the warmth of the man for whom the mark was named, nor understanding why their precedents would so revere a filthy jersey. All that remains of a once proud tradition is the current degenerate usage wherein schweber refers to the greasy imprint of a chainring on a rider's calf.

Jonny has passed into history, though his smithy still stands on route 9. It is currently a garage with doors so close to the road that cars can only go in or out as permitted by traffic. The present owners retain the spirit of the former, charging little, feeding friend and stranger alike and washing their hands only for dinner.

This is a lexicographic and historical hoax perpetrated by Peter Schug. (With apologies to Ed Schweber.)

Media Watch

by Richard Rosenthal

More eloquence from surprising places. From Henry Feymer, a Turkish-born NYC cab driver, as he sorted his way through Fifth Avenue traffic, in the course of a chat about bike messengers who dangerously dart in and out of traffic: "I admire anyone who bicycles in this city. They must have a God."

If you're ever in a bike accident, may you have as knowing a cop as Officer Gross of the 19th Precinct come to your aid. There he was, headed to inspect a POS bike that had been crushed by a car when he set the tone for the badinage: "What kind of derailleur does it have," he asked. "Derailleur"? No cop I had ever known even knew the word, and I said as much to him. "We're not all barbarians, you know," said he, continuing, "Umm, Sachs. German company. Like the Simplex."

On the other hand, there's this, also from the 19th. Interactive games and real live cop shows are popular so let me put it to you this way: You're a policeman in a two-man patrol car. Two situations present themselves to you at the same time: (A) Rousting a drunk sleeping on a deserted sidewalk (B) Going after two bike thieves, one of whom has an illegal switchblade. Which problem do you address? If you guessed (A) you guessed right.

Dumb use of a bike in an ad: Chase Manhattan Bank shows a very successful suburban male WASP at leisure. He's got his arm around the shoulders of his well married suburban WASP wife. Well, actually, although, presumably, she's not supporting him financially, she is supporting him. He is sitting on a bike with his gym shoe clad feet up on the handlebars, behind his non-aero routed brake cables. The copy reads, in part: "It's time to balance your portfolio.... ..Chase has always believed in the strategy of balance.... ..Call today to balance your portfolio." Get it? Balance? It's a pun. Gosh, advertising is fun.

NYCCer Tony Nappi, an ad man on the Citibank account, reports CNBC's show on financial markets included a (negative) comment on Bell Sports (helmets, to you) as an investment opportunity now.

Signs of The Times

In a break from the usual mayhem on the 11 O'clock News, Ch. 7 interviewed a bike messenger in Florida to see how he was coping with Tropical Storm Gordon.

Apocalypse-breeders are fond of citing the notion that cockroaches will outlive man. From time to time, bicycles appear in pictures in the NY Times to outlive villages. Once again the Times pictures a village shredded by war, totally destroyed, with only partial walls standing where once stood homes. The October 16th version of this was in Sri Lanka, and amidst the rubble and total destruction, are two bicycles, each with two children on them.

The Times erred twice election week in stating councilman (and unsuccessful congressional candidate) Charles Millard seeks to fine commercial bicyclists who ride on the sidewalk. In fact, the bill also calls for the summary confiscation of their bicycles by the police, leading one to ask, if the objective is to ensure the safety of people against the dangerous and unlawful use of transportation by confiscating their transportation, as a matter of consistency, shouldn't the bill apply to all cyclists, not just delivery guys and messengers (answer: it's politically easy and popular to target them and them alone), and shouldn't it apply equally against all modes of transportation so that cars, cabs, trucks, and buses that turn from non-turning lanes, fail to signal turns, speed, go through red lights, double park, and block intersections would also be summarily confiscated...as would the feet, or at least the shoes of pedestrians who stand off curbs, walk out from between parked cars without looking, et al.?

The Times did run (October 30) an article headlined "Teamsters Seeking to Form Bicycle Messengers' Union: Complaints Are Rife in a Tough, Risky Job."

A Joseph Sullivan had a very fine, very fair letter to the editor published in late October about cyclists and skaters on sidewalks, headlined by the Times "Make Room for Civility on the Sidewalks." Sullivan concludes his letter, "We do not need another law (there are probably laws that cover this) [NOTE: Yes, there are.] What we do need is a little more civility."

The Times from the other coast, the LA Times, in an aside in an article reporting financial dealings of LA Mayor Riordan and his Significant Other, noted, "Riordan and Daly [his S.O.] were on a 17-day cycling vacation in Europe and could not be reached for comment." Isn't that a fine thing to read about this very conservative head of that very car-crazy city, who, as it happens, is a longtime bike commuter?

Looking Back

The October issue of GQ reports on the pedigree of VeloNews publisher Felix MacGowan, scion of Charles Merrill as in Merrill Lynch and the Safeway supermarket chain. The caption under the terrific photo of Felix states he "founded a business (VeloNews) without family money." The article states he borrowed \$125,000 from an estate in the family. Apparently in the GQ universe \$125,000 isn't money. (In fairness, after it was lost, he succeeded on his own, raising \$500,000 from outside investors...which, one may be sure, one has access to if one has his lineage.)

Throughout the year a lot of bike oddities that made it into the mainstream media didn't get into print here because of lack of space or, more likely, because I live like a pig and stuff disappears into the morass that is the floor beneath my desk, reappears, then sinks once again into the tarn. One such item newly re-surfaced was from a June LA Times, in the midst of all the fanfare connected with the 40th Anniversary of the D-Day landing. Nowhere else that I know was it reported that going ashore with the troops were folding bicycles. It was also noted that once ashore, none of them was usable.

And because this is, after all, supposedly a Media Watch, let me belatedly note a wonderful sign. The owner of the deli in Bedford thoughtfully places a huge water vat in front of his store for use by cyclists and on it a sign inviting them to fill their bottles from it and to tell him when the water runs low. Compare and contrast that with the surly deli manager in Scarsdale who mules at having people ask for water whe, in his mind, they don't spend enough at his over-priced joint, leading him to utter that perhaps he'll start charging us for water.

And talk of water brings me back to where I started in January. Do you remember "Toilet Talk: Part I"? Part II has long been in computer memory alright, but more imperative life forms got in the way of its delivery to the editor. In Part I I lamented the Brigade of Bridge Pissers. Now there's a hand-lettered sign in situ: "Don't Piss Here". But you continue to do so.

More Bridge Bidness: As of mid-summer, gravel and other debris that accumulated there during the winter remained in place when it would have taken a work crew no more than an hour to clean it. I'm happy to report that, as of October, the vestiges of last winter have finally been swept or blown away. Just in time for the coming winter.

Let's end the year on a sour note, a hearty and sincere seasonal cheer to the good people of Piermont and Grandview, the riverfront strip between Piermont and Nyack, for having resurfaced their roads. Thanks. Watch this column for the road ahead and behind..



1995 Mileage Chart

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Week	Cum
0							1		
J 1	2	3	4	5	6	7	8		
A 2	9	10	11	12	13	14	15		
N 3	16	17	18	19	20	21	22		
4	23	24	25	26	27	28	29		
F 5	30	31	1	2	3	4	5		
E 6	6	7	8	9	10	11	12		
B 7	13	14	15	16	17	18	19		
8	20	21	22	23	24	25	26		
M 9	27	28	1	2	3	4	5		
A 10	6	7	8	9	10	11	12		
R 11	13	14	15	16	17	18	19		
12	20	21	22	23	24	25	26		
13	27	28	29	30	31	1	2		
A 14	3	4	5	6	7	8	9		
P 15	10	11	12	13	14	15	16		
R 16	17	18	19	20	21	22	23		
17	24	25	26	27	28	29	30		
M 18	1	2	3	4	5	6	7		
A 19	8	9	10	11	12	13	14		
Y 20	15	16	17	18	19	20	21		
21	22	23	24	25	26	27	28		
J 22	29	30	31	1	2	3	4		
U 23	5	6	7	8	9	10	11		
N 24	12	13	14	15	16	17	18		
25	19	20	21	22	23	24	25		
26	26	27	28	29	30	1	2		

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Week	Cum
J 27	3	4	5	6	7	8	9		
U 28	10	11	12	13	14	15	16		
L 29	17	18	19	20	21	22	23		
30	24	25	26	27	28	29	30		
31	31	1	2	3	4	5	6		
A 32	7	8	9	10	11	12	13		
U 33	14	15	16	17	18	19	20		
G 34	21	22	23	24	25	26	27		
35	28	29	30	31	1	2	3		
S 36	4	5	6	7	8	9	10		
E 37	11	12	13	14	15	16	17		
P 38	18	19	20	21	22	23	24		
39	25	26	27	28	29	30	1		
40	2	3	4	5	6	7	8		
O 41	9	10	11	12	13	14	15		
C 42	16	17	18	19	20	21	22		
T 43	23	24	25	26	27	28	29		
44	30	31	1	2	3	4	5		
N 45	6	7	8	9	10	11	12		
O 46	13	14	15	16	17	18	19		
V 47	20	21	22	23	24	25	26		
48	27	28	29	30	1	2	3		
D 49	4	5	6	7	8	9	10		
E 50	11	12	13	14	15	16	17		
C 51	18	19	20	21	22	23	24		
52	25	26	27	28	29	30	31		
Total									

Re-Cycling

Please send classified listings directly to the Editor, Caryl Baron, 165 West End Ave. 29K, NY, NY 10023. Two classified ads per member per year are free (up to 6 lines). Additional ads are \$1.00 per 50 character line.

RED 60 cm RICHARD SACHS Frame with Dura-Ace components; 4 mos. old with tubular rims; \$1600; Call Pete (718) 884-4324/5481. No hagglers please!

2 BIKES 4 SALE: Fuji Del Ray 23" 12-speed. 4 yrs old in good condition. Good entry-level road bike. Kevlar tires, some new parts, extra tubes, etc. - \$150 or best reasonable offer. Commuter special: Sutton 23" 10-speed. Many new parts: tires, brake cables, etc. - \$50. Wayne (718) 626-1002. (Wayne Wright)

WHEELS FOR SALE: 2 Mavic CD 4 SUP Ceramic Rims, Dura Ace Hubs with DT Spokes. Never raced/ like new. Built by Conrad's - \$400 obo. Call Scott at (212) 752-1323.

MANY BIKES - Racing, Mountain, 10-Speeds, 3-Speeds - Men's and Women's. \$35 - \$135. Call Evan (212) 662-8955.

NYCC Minutes

BOARD MEETING OF TUESDAY, OCTOBER 4, 1994

Present: Geo Kaplan, C.J. Obregon, Reyna Franco, Caryl Baron, Herb Dershowitz, Karin Fantus, Jane Kenyon, Steve Britt, Mitch Yarvin and Barbara Julich

Absent: Larry Ksiez and Lori Vendinello

Geo opened the meeting at 6:48 P.M. The minutes of the special meeting of August 10 and the meeting of September 8 were approved with corrections.

Geo opened the discussion of raising dues. Reyna noted she expected a \$3600 loss this year. Various cost saving possibilities were discussed. C.J. will examine the cost of phone answering equipment to save a possible \$200 a month. Some directors wished to increase dues while others wanted to cut costs. Jane agreed to research the question of alternate phone service. Jane proposed that the membership director be responsible for the mailing. Caryl agreed to follow up on printing costs.

The organizational meeting for the club century will take place on October 13th at Mitch's apartment.

The holiday party will be held on Dec 12th with a fee of \$20 for members, \$25 for non-members and \$25 at the door.

Steve proposed that we start a series of dialogues with the various police departments along club routes to establish a better relationship. The board accepted this idea.

Geo announced that Marty Wolf had been appointed as teller for the club election.

The meeting adjourned at 8:30 PM.

Respectfully submitted

Conrad J. Obregon, Secretary



Membership Application / Change of Address

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.

New ☐ Renew ☐ Change of Address ☐ Date _____ Check Amount _____

Name: _____ Signature: _____

Name: _____ Signature: _____

Address/Apt. _____ Tel.(H) _____

City/State/Zip _____ Tel.(W) _____

Where did you hear about NYCC? _____

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

Other cycling memberships: AMC ☐ AYH ☐ Adventure Cycling ☐ CCC ☐ CRCA ☐ LAB ☐ TA ☐

Dues are \$17 per individual, \$23 per couple residing at the same address and receiving one Bulletin. 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 Holiday Party and annual Awards

Monday, December 12, 1994 at 6:00 p.m. until...

(NOTE: THE PARTY IS ON A MONDAY, NOT A TUESDAY)

at **The Roundabout Theater**, 1530 Broadway at 45th Street

~ Introduction of the new Board ~

~ Dinner, Soft drinks, Wine, Beer ~

~ Music and **DANCING, DANCING...** ~

Tickets in advance, members (checks received before Dec. 2)...\$20.00

Tickets purchased at the door, and non-members...\$25.00

Send your check early — last year was so much fun, we're expecting a huge crowd!

SEND CHECKS TO: NYCC, PO BOX 199, COOPER STATION, NYC 10276

NYCC
New York Cycle Club
P.O. Box 199
Cooper Station
New York, N.Y. 10276

PRESORT
FIRST CLASS
U.S. POSTAGE
PAID
Permit No.
7288
BKLYN., N.Y.

First Class Mail

Dated Material!

Chris Mailing
Arlene Brimer
11149 N Tamarack Drive
Highland, UT 84003-9595

Make your commitment to cycling
for 1995 - Renew Now!