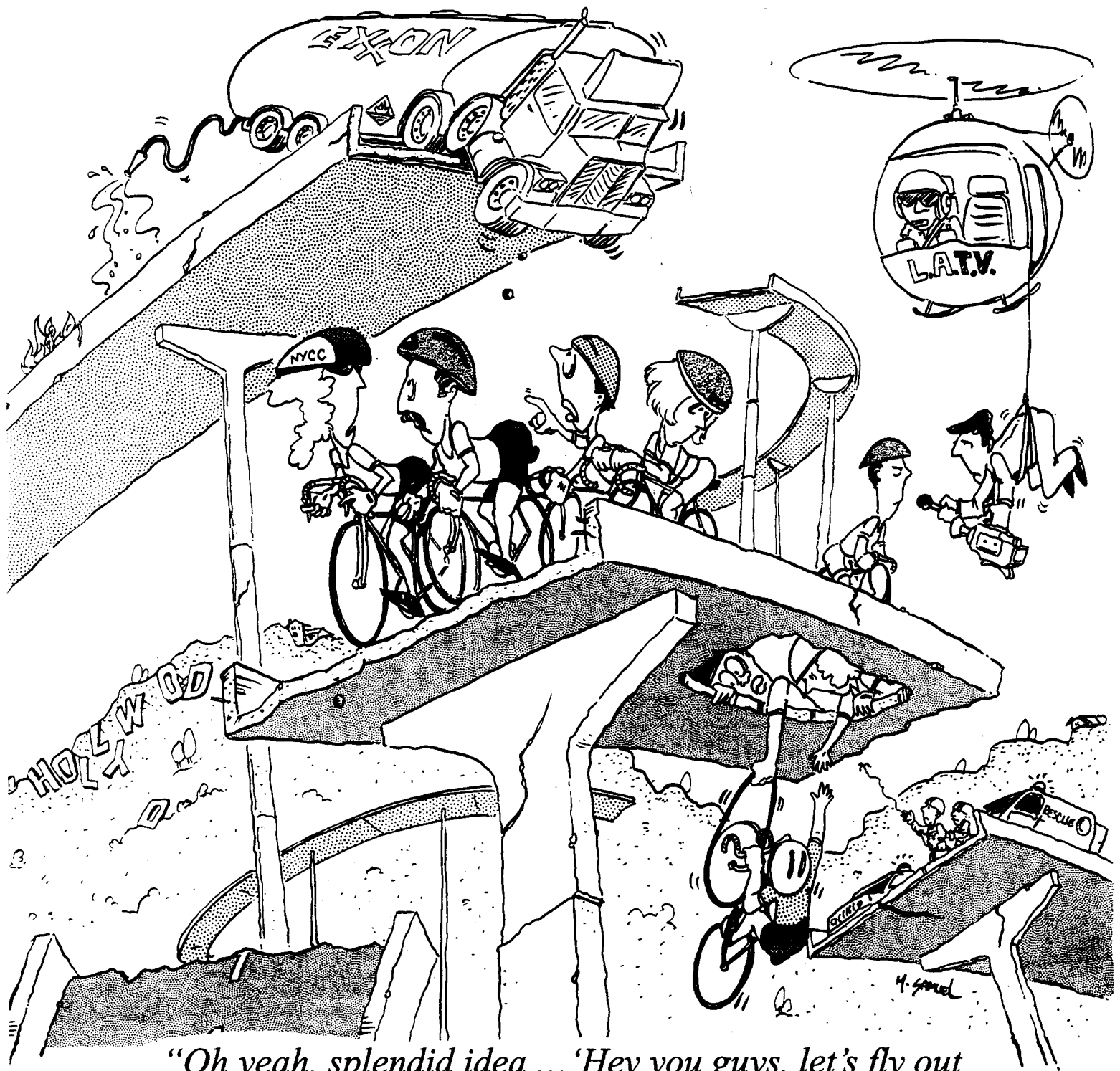


February  
1994

# NYCC Bulletin



*"Oh yeah, splendid idea ... 'Hey you guys, let's fly out to L.A. and escape the winter storms in New York.'"*

## 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 roadriding (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 design is by Stevan A. Baron. 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. The serif type is Habitat, designed by Joe Treacy of West Haven, Ct., in this decade. Habitat has been described as "the best face since Gutenberg". Spelling compliments of Bill Gates. Printed at Dandy Printing, Brooklyn, N.Y.

## Club Rides

### SATURDAY, FEBRUARY 5

#### **A/B16 45mi Dog's and Fries at Nathan's 10:00a.m.**

Leader: Herb Dershowitz (212) 929-0787. From the Boathouse. Repeat of January's canceled ride to Nathan's in Coney Island. If it snows we'll ski through Brooklyn to Coney Island. Call leader for cancellation.

#### **C12-13 18mi Ride 'n Schmooze 'n Brunch 11:00a.m.**

Leader: Grace Lichtenstein (212) 580-3285. From the Boathouse. Three times around Central Park, followed by hot soup or coffee at the Boathouse Cafe. Ride finishes by 2:30 p.m. Bring a lock and soup money. Suitable for beginners of more experienced C riders interested in getting their hearts started. Precip., snow on ground, temperatures below freezing at start cancel.

#### **ATB1 35mi Queen Catherine's Park 10:30 a.m.**

Leader: Ray Malecki (718) 426-7383. From Queen's & Yellowstone Blvd's. Not a tough ride, but you will need those knobbies. Wind chill below 20 degrees or ice cancels.

### SUNDAY, FEBRUARY 6

#### **A? 45-50mi Queens For a Day Brunch 9:00 a.m.**

Leaders: Jeff Vogel & Margaret Cippola (718) 275-6978. From the Boathouse. Often described as a curb hopping expedition, this ride will explore the vast ugliness of Queens before taking a few laps at the Kissena Velodrome. After the ride, indulge in the Cippola-Vogel all-you-can-eat Brunch. Nasty weather cancels the ride, but not the Brunch. Call if you need directions.

#### **C12-13 +20mi Frostbite Ride to Staten Island 10:00 a.m.**

Leader: Peter Hochstein (212) 427-1041. From the steps of City Hall. A short foray to the industrial side of Staten Island with an exploratory stop at Sailor's Snug Harbor to see what's there. Plus a possible (brrrr!) ice cream stop at the global headquarters of Schrafft's and Sedutto's. Bring ice cream money, but it's best to also pack a sandwich, since there may be no deli's on the way. Suitable for begin-

ners or more experienced C Riders. Precip., snow on the ground, temperatures below freezing at start cancel.

### **Tuesday, February 8 6:00 p.m.**

### **NYCC MEETING**

At our new location: downstairs at  
**Houlihan's** in the Empire State Building,  
5th Avenue at 34th Street.  
See back page for details.

### THURSDAY, FEBRUARY 10

#### **A19 55mi Mid-Week Jaunt 9:30a.m.**

Leader: Ben Goldberg (212) 982-4681. From the Boathouse. My January mileage chart was too depressing. Let's pile them on in February! Precip., or temperature below 20 degrees at 9:00 a.m. cancels.

### SATURDAY, FEBRUARY 12

#### **A18 100mi Century of the Month-Ride #2 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. Any precipitation, or temps below 30 degrees cancels. If so, ride rescheduled for tomorrow. If 2/13 also canceled, rescheduled for 2/19. Call leader if interested.

#### **B16 60mi "On the Other Side of the Hill" 9:30 a.m.**

Leader: Lawrence Ksiez (718) 478-0644. From The Boathouse. This is my non-9W to Nyack Ride. But I need someone to help me show the riders the way back to the Boathouse via Route 501. Someone help me! Precip., snow, temp. below 32 degrees cancels.

## 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 and software.

**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 at the above address.

**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 March 1994 Bulletin is February 8.

## Club Rides (cont.)

### SUNDAY, FEBRUARY 13

#### **A 50mi Rockland Repeat 9:30 a.m.**

Leader: Jane Kenyon (212) 662-1935. From the Boathouse. Nyack again. Let's hope for good weather, good legs and good pacelines. Precip., temp. below 36 degrees at 9:00 a.m. cancels.

#### **B16 45mi Northvale or Piermont 9:30 a.m.**

Leader: Karl Dittebrandt (212) 477-1387. From the Boathouse. A flat ride to 1 of these places. Flat both ways. Come along and find out how. Precip., temp below 32 degrees cancels.

#### **C12 32mi Coney Island Frostbite Series Ride 10:00 a.m.**

Leaders: Geo Kaplan, NYCC (212) 989-0883; Ed de Freitas, 5BBC. A relaxed foray to Nathan's or thereabouts. Love Nathan's hot-dogs and greasy fries (lots of energy in them along with the heartburn) or pack your own lunch. Suitable for beginners in good physical condition or more experienced C riders.

#### **Cross Training Harriman Hike to Hogencamp & Pine Swamp Mines + Harriman's own Times Square. 8:30 a.m.**

Leaders: Ken & Marilyn Weissman. (212) 222-5527. Call for starting point. Almost on a par with the Boston Tea Party and stamp taxes as sore points leading to the Revolutionary War were English laws permitting iron mining, but prohibiting the manufacture of iron implements. Iron bars had to be exported to England and nails, pots pans, etc. were imported back to the Colonies. Duties were collected both ways! If you come, we'll tell you more about the area that was — until Civil War times — the iron mining capital of the country. This hike comes with an unconditional guarantee. Last time on this route, we saw a beaver. No beaver this time, you get the entire fee you paid refunded. Wear boots and layered clothing, bring water and food. Call leaders for details.

### SATURDAY, FEBRUARY 19

#### **A17 45mi Northvale 9:30 a.m.**

Leader: Karl Dittebrandt (212) 477-1387. From the Boathouse. Just a simple ride to the Northvale Diner formally the Old Dynasty Diner.

#### **B16 50mi "The Wheel" 9:30 a.m.**

Leader: Lawrence Ksiez (718) 478-0644. From Queen's & Yellowstone Blvd.'s. A leisurely ride to Westbury with a stop at our friendly restaurant, Friendly's! Precip., wind chill below 20 degrees cancels.

### SUNDAY, FEBRUARY 20

#### **A19 55mi Park Ridge 9:00 a.m.**

Leader: Ben Goldberg (212) 982-4681. From the

Boathouse. The end of winter Not-Nyack ride. The Park Ridge Diner, and the Palisades await you. Precip., temp. below 20 degrees at 8:30 a.m. cancels.

#### **C12 25mi Frostbite ride to Long Island City 10:00 a.m.**

Leaders: Katie Marion and Ed de Freitas, 5BBC. (Telephone numbers not available). All the factories you ever wanted to see and more. Plus the glorious silence of rustbelt industries on a Sunday morning in a recessionary economy, and the view of some East River crossings to get you there and back. Suitable for beginners or any C riders.

### MONDAY, FEBRUARY 21

#### **A18 80mi President's Day Ride to South Mtn. - Falafel at Little David's 8:30 a.m.**

Leader: Marty Wolf (212) 935-1460. The title says it all: it's a pretty ride and may be shortened if weather dictates. Temp. below 30 degrees of and precip. cancels.

### THURSDAY, FEBRUARY 24

#### **A19 55mi The Usual 9:30 a.m.**

Leader: Ben Goldberg (212) 982-4681. From the Boathouse. Spring is around the corner. Let's get into shape. Precip., or temp. below 20 degrees at 9:00 a.m. cancels.

### SATURDAY, FEBRUARY 26

#### **A19 56mi Last Saturday in "Winter" 9:00 a.m.**

Leader: Christy Guzzetta (212) 595-3674. From the Boathouse. LSD ride to W. Saddle River road and the Ramada Inn. Cruise on back. Get the rust out and be ready to start the season next week. Very bad winter weather cancels.

#### **B15 24mi Overly Optimistic II 10:00 a.m.**

Leader: Mitch Yarvin (212) 769-2637. From the Boathouse. A socially paced Central Park lap ride for those who want to get some feeling back in their legs. Temp. below 40 degrees, snow, rain, sleet, etc. cancels.

#### **C12-13 18mi Ride 'n Schmooze 'n Brunch 11:00 a.m.**

Leader: Peter Hochstein (212) 427-1041. From the Boathouse. Three times around Central Park, followed by hot soup or coffee at the Boathouse Cafe. Ride finishes by 2:30 p.m. Bring a lock and soup money. Suitable for beginners or more experienced C Riders interested in getting their hearts started. Precip., snow on the ground, temperatures below freezing at start cancels.

## Club Rides (cont.)

### SUNDAY, FEBRUARY 27

**A18 70mi "White Line Fever" 9:30 a.m.**

Leader: Lawrence Ksiez (718) 478-0644. From the Boathouse and Queen's and Yellowstone Blvd.'s. Not too many rides are heading out to Long Island this month, so I'm evening things out. Wind chill below 20 degrees, snow, rain cancels.

**B17 55mi Not the Killer Bees 9:30 a.m.**

Leader: Buzz (THE-HIVE). From the Boathouse. We'll start warming up for pollination season. Shine up your stingers. oil up your wings. We swarm New Jersey today. Any Precip., or temp. below 38 degrees at 9:00 a.m. cancels.

**C12 36mi Frostbite Ride to Sheepshead Bay 10:00 a.m.**

Leader: Sandy Gold (212) 222-4076. From the steps of City Hall. The half-ugly, half-pretty 3rd avenue Brooklyn, Shore Parkway route out. Ocean Parkway back. Lunch at a diner. Bring a lock, helmet, a spare inner tube and lunch money. Suitable for experienced C riders and beginners in good physical shape. Precip., snow on ground, predicted high below 38 degrees cancels.

### SATURDAY, MARCH 5

**SigA 25mi Progressive 'A' SIG Ride #1 9:00 a.m.**

Leaders: Herb Dershowitz (212) 929-0787, Rikki Furman (212) 734-2887, Christy Guzzetta (212) 595-3674, Jane Kenyon (212) 662-1935, Paul Leibowitz (212) 799-0161, Ernie Yu (212) 663-5747. From the Boathouse. First in a series of 12 rides—see the article in the bulletin for details. No more shoulda', woulda', coulda',— move up to 'A' rides this year! We'll begin our first SIG ride with four laps of Central Park. Afterwards, we'll get together for cookies and coffee and talk about equipment and training. So dust off your saddle, pump up your tires, and make the move this spring! Rain date: Sunday, March 6.

### SUNDAY, MARCH 6

**A17 50mi "A" Training Series Ride #1 9:00 a.m.**

Leader: Bob Moulder (212) 682-5669. From the Boathouse. Our route up to White Plains will be flatter than the pancakes at the Flagship, but the return will include one noteworthy hill and one leg busting free-for-all on Grassy Sprain. Otherwise, flat cruising speed of 17mph is guaranteed. Serious precip., or start temp. below 30 degrees cancels.

## "A" Training Series for Animals

by Bob Moulder

Farm animals, that is. If the winter layoff has left you feeling like a swaybacked old plowhorse (a gelding, no less) instead of a sleek thoroughbred, ease back into form with the "A" Training Series. Beginning in March I will lead 8 rides on consecutive Sundays through the end of April,

gradually building on speed and distance. We will start with an absolute guaranteed flat cruising speed of 17 mph, working our way up to 22 mph, with occasional controlled free-for-alls (so we can "feel our oats"), followed by re-grouping. See this month's ride listings for details.

### Spring is Coming!

**It is time to renew  
your membership!**

**All NYCC memberships expire on January 1, no matter when you joined.**

**So don't put it off. Don't expect him to write the check. Fill out and mail the application on page 15 of this newsletter, or see Membership Director, Herb Dershowitz at the club meeting on February 8, 6:00 p.m. at Houlihan's (our new location).**

## From the Boathouse

by Geo Carl Kaplan

Its cold and icy and dreary and we don't want to go out to ride, but . . . there's that great guilty conscience . . . and we have to get into shape for the beginning of the season come the first weekend in March! So . . . do you have a trainer? or rollers? or a stationary bike?

You've got a month or so. . . do it!

Now, we're back in training, and we'll soon be in shape. . . so what else? The bike. . . get it into shape. . . chain . . . gears. . . brakes. . . cables. . . bottom bracket. . . head set. . . levers.

. . . handle bars and tape. . . saddle. . . pedals. . . tires. . . and tubes. . . spokes and rims. . . your pump. . . helmet. . . shoes. . . gloves. . . shorts. . . What did I leave out? Think about it?

We have new jerseys, shorts, musette bags and a special New York Cycle Club T Shirt. We will start taking orders at the February Meeting and there will be a mail order coupon in the March Bulletin. Orders must be placed by the March Meeting to insure early delivery.

Anybody got any ideas for new and different rides? Contact your

ride coordinators and/or VP of rides and share your thoughts. We are a bicycle riding club. . . aren't we?

As of this writing we still need someone to coordinate mountain bike riding and trail and off-road biking. . . Hello out there. . . want to volunteer? We need you!

Thank you Don Passantino for the speaker system for our meetings at Houlihans.

Big, big thanks to Ernie Yu for sharing his cross-country ride slides and stories at the January meeting.

## Media Watch

by Richard Sanders Rosenthal

One of Dave Letterman's recent "Top Ten" lists listed ways to know it's really cold. One of the ways was when bike messengers get hit by cars and they break into a million pieces. The audience loved it. They howled and howled.

In its year-end issue, New York Magazine carried the responses of thirty-five people who were asked what was the best and worst things about the city. When you subtract the ones who focused on their own, narrow sphere or whose recitations were given to cute or smarm, a terrific percentage of them cited traffic as the worst thing about the city. They included: Philip Johnson, the architect; Leo Castelli, the art gallery owner and patron; Paul Rudnick, the theatrical producer; Brooke Astor, the socialite; Frederic Fekkai, the designer; and, more or less, Jules Feiffer, the cartoonist and writer.

In a listing of "the best of the best" of New York City, *New York* named an East Side Bike Shop as "a best" bike shop. In fact, it's really quite bad. I went there to buy a seatpost. They handed me a new box. I opened it. The seatpost inside was scratched. It had clearly been used. I handed it back to the salesman, telling him it was used and that the shop was selling used parts as new. Without losing a beat, the salesman unapologetically said, O.K., he'd sell it to me at a reduced price whereupon he dropped the price to where it was only ten dollars more than it should have been had it been new!

Another time I took a wheel in to confirm for myself what I heard was their outrageous fee for truing wheels. They looked very briefly at the wheel and intoned a dire diagnosis. It would require a lot of work, they said. In fact, it was only slightly out of true. They sought to charge me what other shops charged at the time to

completely build a wheel from scratch: \$25. It took me maybe eight minutes to true it. At their rate, that works out to \$150 an hour which is pretty steep considering the mechanics made only c \$6 an hour.

But this shop isn't stupid. They know their Upper Eastside customers have far more money than bike smarts.

Three-time Tour de France champion Miguel Indurain rides for Banesto, a Spanish bank. The New York Times reported in December Banesto was in severe trouble and was bought by another bank. No mention was made of its cycling team.

Subaru-Montgomery dropped its cycling team. Montgomery is Montgomery Securities of San Francisco. In its announcement of withdrawal, Tom Wiesel, the head of Montgomery Securities, blamed Clinton's tax plans for the team's demise. What a crock! No mention was made of the Christmas bonuses Montgomery's stock traders and sales people made or the fact that Wiesel's masters team, on which he rides, continues.

The Sept/Oct., 1993 issue of *City Cyclist* carried a picture of a Caren Cohen being arrested for demonstrating on behalf of cyclists by raising her bike over her head in an intersection. She is seen being put into a police wagon with her hands bound behind her back. Would it be too much for the police, when arresting people for demonstrating on behalf of the environment, to at least use re-useable handcuffs instead of the throwaway, landfill-requiring, petroleum-based, plastic wrist or thumb ties they used on Caren?

*(The Old Crank advises he'll invite a few store owners to respond to this and previous months' maligning of their establishments. Or, call Steve: 212-595-7010).*

# BLOWOUTS

by Lou S. Pokes

Cold, rain, snow, ice, slush. Once again I have nothing to write about. Either the weather has to change or I have to get a life.

The only leader whose rides went off was **Marty Wolf**. Three heroic souls joined Marty as they braved the elements on a chilly Friday night on her annual excursion to see the Christmas lights in Brooklyn. There must have been lots of lights as they didn't return until almost 1:00 a.m.! Marty's traditional New Years Day ride usually attracts 30 to 40 participants. The slush kept this year's turnout to eight. But even that was better than the seven who showed up for the CRCA's annual New Years Day ride to Bear Mountain. And, Team Open Road's traditional schmoozy lap around the park was short one member as Lisa Halle was too hungover to make its noon start!

Winter weather has canceled just about every other ride since Thanksgiving. For **Stefani Jackenthal** and **Dan Schwartzman** (no) and **Margaret Cipolla** and **Jeff Vogel** (yes) it was three strikes and you're out as their Hedgehog ride was frozen out for the third straight month. To prove that Hedgehogs can control the weather they are rescheduling their ride for July when New York will have its first ever

mid-summer blizzard. **Herb Dershowitz'** Nathan's Ride was also canceled even though Nathan's didn't run out of hot dogs. The first of **Ben Goldberg's** Thursday morning series was another ride not happening. Ben's New Year's resolution: "work less, ride more". He should have included "and pray for better weather".

With no recent rides to write about, let's make believe it's warm and talk about summer rides.

-On **Sherri Gorelick** and **Don Mikkelsen's** (yes) "Toby Pond, All Downhill" ride in Sheffield, (the one with the great souvenir cue sheet): who calibrated their altimeters?

-How many people really went to Tallman State Park just for the free lunch?

-At the Nude Beach ride, why was everyone asking "Isn't **Alex Bekkerman** Jewish"? And, did we learn who dyes their hair?

-**Christy Guzzetta** is so knowledgeable about West Point and does such a great job on his tour, how come he wasn't accepted as a Cadet?

More questions:

-Who are **Sting** and **Buzz**?

-Why do women need to wear a name tag if **Dennis Lopez** is on the ride?

-What happened to **Angel Rivera**

and **Philippe Chateau** (no) the last time they rode through Grand Central Terminal?

-Does **Tom Lowenthal** really wear a bullet proof vest while commuting through Crown Heights? And does he leave it home in the summer because it doesn't breathe?

-Did **Bill Richards** really find his commuter bike in the Hastings dump? Why was he there? Is it as old as his Frejus?

-Has anyone seen **Jane Kenyon's** Colnago?

-Why did **Don Montalvo** step on his computer? And did Don really try to lube his Speedplay pedals with horseshit in Central Park?

If nobody rode how did I come up with a Road Bozo? Easy. There were two people who tried to ride. **Beth Herman** and **Rikki Furman** did attempt a mountain bike ride one incredibly frigid Sunday. There may be no wind in the woods, but the temperature was still in the single digits! So are they both Road Bozos? No, neither one would have gone out alone, so Rikki, you're our Bozo this month for forcing Beth to ride in the cold. Remember, Beth can never be a Road Bozo!

And, finally if you go to Nyack on February 12th don't use Booth on the way back. It's a killer.

## Happy President's Day

We cannot tell a lie...

It is time to renew your membership!

All NYCC memberships expire on January 1, no matter when you joined. So don't put it off. Don't expect *her* to write the check. Fill out and mail the application on page 11 of this newsletter, or see Membership Director, Herb Dershowitz at the club meeting on February 8, at Houlihan's.



# No Tech Tips

## Winter Hash

I thought that after the holidays I would be all refreshed and ready to think up some really clever little tricks you might try with your Allen wrenches and Phillips head screwdrivers (Who are these Allen and Phillips guys, anyway?), but it just isn't happening. Even the simplest things require a little inspiration, and right about now I don't have enough to write full page about any one topic. So I'll just bust this task into three smaller ones and see what happens.

## "Tick Be Gone"

I didn't waste any time when Santa Claus authorized me to purchase a mountain bike during the recent holidays. I got it three days before Christmas and managed to avoid the Scooter Mounties and doggie deposits in Central Park as I cavorted over hill and rock (doing no additional harm to the already existing ecological disasters, by the way), trying out that Manitou2 shock and the 26x30 low gear, which is soon to be a 22x30. Everything worked as advertised, but an old nemesis intruded on my frolicking: the annoying Rim Joint Tick.

Except for the new welded-and-machined (and expensive) Mavic S.U.P. rims, most quality rims exhibit a slight bit of offset at the joint which causes them to make a ticking noise when the brakes are applied. Depending on the nature and degree of the unevenness, brake pad wear might be accelerated. But the noise—that tick-tick-tick-tick-tick-tick—is what drives me bonkers.

It's easy to get rid of, though, and here's how: 1) Remove the wheel from the bike, then remove the tire/tube from the wheel. 2) Feel the rim joint in the brake pad contact area to determine which side is sticking up. 3) Using a synthetic knife sharpening stone (one with a

coarse side and a smooth side) and a little oil, hold the coarse side of the stone almost parallel to the rim and carefully grind a tiny bit of metal from the high side of the joint, stopping frequently to check your progress. Remember: You can always take off more material, but you can't put it back on. 4) When you're almost there, use the smooth side of the stone. 5) To keep the joint smooth, "feather" the grinding action away from the joint with the smooth side of the stone, finishing up with emery cloth or steel wool. (NOTE: This procedure probably won't work on ceramic coated, non-S.U.P. Mavic rims.)

## Mo' Better Computing

It often happens that when we crash on The Hill after a long ride we ask around to find out which rider's cycle computer has registered the most miles. We then use that figure to fill in our mileage charts, or as a basis to harangue the leader for exceeding the advertised distance. If, however, you desire a more candid reflection of your efforts, there are a few tips you might want to keep in mind when buying and setting up a cycle computer:

1) Get a computer that uses a 4-digit calibration figure, which allows a more precise input of wheel circumference. Most older 3-digit computers accept measurements to the nearest centimeter, while the 4-digit models get it down to the nearest millimeter. Guess which one is more accurate.

2) Actual tire circumferences can vary wildly from those claimed, so use the computer manufacturer's chart only as a guide for calibration. Use a tape measure, held in place with Scotch tape, to figure out the actual wheel circumference, keeping in mind that the loaded rolling circumference will always be a bit less (roughly 0.6 inch or 15 mm). (Handy Computation Conversion Tip: 1 inch = 25.4 mm.)

by Bob Moulder

3) Check your calibration figure by riding a course that has been accurately measured, then make very small adjustments up or down as necessary, and re-check. Central Park is an excellent course for checking calibration; both the full and lower loops have been certified several times by professional course-measuring companies, courtesy of the New York Road Runners' Club. A nice woman at the NYRRC told me a couple of years ago that the lower loop is 1.71 miles and that the full loop is 6.02 miles. (That's right, 6.02 miles.) Now, get out there and check those computers.

## Anti-Slop Devices: Fenders

I have become a big fan of fenders since I started using them four years ago on a Vitus road bike. I usually put them on in time for Marty Wolf's New Year's Day ride to White Plains and remove them around the end of April. An obvious advantage is their ability to reduce by about 90% the amount of road slime reaching the cyclist, but more importantly they help delay the onset of hypothermia by keeping the rider drier.

It can be a little tricky to install fenders on a really "tight" road bike, but I found that I was able to attach Zefal fenders (the silver colored road bike style) with a bit of no tech engineering and judicious knife work. NYCC member Miguel Vilaro told me he found some extra-skinny fenders, made by Esge, that he plans to install on his Merlin. If you do a little research you'll find that there are also clip-on fenders and a rear fender that attaches in seconds to the seat post, called the Back Scratcher.

Once you try fenders, you'll soon discover their biggest advantage; they encourage you to go on many sloppy weather rides you would have avoided previously.

## From the V.P. of Rides

by Lawrence Ksiez

Hey, I know how you feel. It's February, it's freezing outside, the roads are terrible, full of potholes. Who wants to think about cycling now, right? WRONG! Now is the time to start thinking about what you want to accomplish this year. What do you want to do? What are your goals? Do you want to keep up with the "A" group? What about leading your first ride? Or how about the goal of accumulating over 10,000 miles this year? Come on, I know that you have something in mind, don't you? I'll tell you my goal for this year. I want to do Boston-Montreal-Boston. There, I've said it, now that it's out in the open, I can start making preparations. First, I need to work on my bike, then I need to work on myself.

But right now I have another goal in mind. That goal is to try to develop an all-terrain bike rides program. Yes

folks, you've begged, pleaded and now you've got it. But there is one problem, I need your help to make it a success. You see, I'm sort of a purist, yes, I admit it, I'm only comfortable on a road bike, so I have very little experience with off-road cycling. This is where you come in. I need a Mountain Bike Rides Coordinator. If you think you can do the job, call me. Even if you don't want to be coordinator, maybe you just want to lead a mountain bike ride, call me. If you know of a good place to mountain bike ride, a trail, anything, call me.

To make it easier to decide which category ATB ride that you'd like to lead, look at the updated ride classification below. If you're still confused, call me. Please help me in making this new and exciting program a rousing success.

## More Third World Adventures

by Jeff Vogel

Day 4. Thanksgiving Day. Took the day off in paradise. Cahuita, Costa Rica. Put a hammock to good use, lounged on a Caribbean beach, snorkeled a little, hiked through the jungle, watched the white-faced capuchins cavorting in the trees and drank cervezas. The highlight of my day may have been watching Margaret's face as the snake slithered across her feet. As today is Thanksgiving those of you who know our eating habits may (or may not) want to know what we ate. First it was probably our best breakfast of the trip, Caribbean banana and chocolate pancakes. A thousand times better than the Jamaica pancakes at the Good Times Diner in New City. Margaret was in heaven. Then dinner was fish and lobster so fresh I probably saw it while snorkeling that afternoon (I never did get to try that Costa Rican delicacy-iguana). Until today I didn't think I would write about this trip. I only write when I'm having a good time. The first three days didn't qualify as a "good time".

So what went wrong with the first three days? Nothing really. It's just that they were memorable only because of what they were lacking - good food, good hotels and flat roads. Our first day of riding was quite tedious from Alajuela, where the International Airport is located, to Cartago, a provincial capital at the southern end of the Central Valley. Midway through the day we rode through San Jose, the capital of the country. With 60% of the

population of Costa Rica living between Alajuela and Cartago it felt like we spent the whole day riding up and down Fordham Road in the Bronx. And I do mean up and down. The downpour in the afternoon ended our hopes of going past Cartago today. All of our guidebooks recommended not staying in Cartago unless you absolutely had to. The nicest hotel in town had hourly rates and a filthy bathroom down the hall. Meals today, as were most meals for the first three days, were casados. "Casado" literally translates to "married" and is supposedly what a married man can expect for a regular meal. It consists of rice, beans, plantains, cabbage salad and either chicken, fish or meat of an unidentifiable source. It's actually great cycling food but not what I want for breakfast, lunch and dinner on vacation.

Our second day was 58 miles from Cartago at an elevation of over 4,500 feet to Siquirres at under 500 feet. An easy day descending 4,000 feet, right? Wrong! We descended into and climbed out of river valleys all day long. There wasn't a single inch of flat road. Grades were anywhere from 8 to 15 percent. Thank God for triple chainrings! Margaret needed a quadring as she walked a 15% section at the end of one 3 mile climb. The only thing that made the ride bearable was the verdant scenery. Some of the world's best coffee was growing on the hillsides.

Day three saw us roll through lush tropical countryside to the Caribbean coast. Palm trees and banana plantations lined the road as we cycled down the totally deserted coast. After all those mountains, riding in the 90 degree heat wasn't much of a drawback, especially when I thought of all my NYCC friends back home riding in that damp, chilly November air.

After wearing out the hammocks in Cahuita, we headed further down the coast along the rock and pot-holed roads to the black sand beach at Manzanilla. This part of the coast is also famous for La Salsa Brava - the 20 foot waves from December to April. Hmmm. How do you fit a surfboard in panniers?

The second week of our trip was going to be in the interior. We thought we'd fly from the coast. The Costa Rican Airlines thought otherwise. When we arrived at the airport we were told that the plane had gone in for maintenance two months ago and hadn't been seen since. They had no idea where it was!

So we wound up on buses instead, all the way to the Monteverde Cloud Forest. We spent two days hiking through a botanist's paradise. The trees, laden with bromeliads and mosses, are home to more species of birds than the entire United States, including 50 species of hummingbirds. We also got to watch toucans, coatimundis (related to raccoons) and mon-

## More Third World Adventures (con't.)...

keys, but the highlight may have been listening to insects so loud they sounded like chainsaws.

From there we headed towards man-made Lake Arenal, the windsurfing capital of the world. These winds made for some interesting riding. Depending on the twists in the road we often could coast uphill! That didn't make up for the road condition. Except for a few kilometers of foot deep mud, the "road" was just a collection of stones connecting several small villages along a picturesque mountain ridge. After 45 kilometers of bouncing along the rocks every muscle in our bodies ached.

From Lake Arenal we were off to La Fortuna, famous for its proximity to Arenal Volcano, a currently active volcano. On clear nights explosions from the crater are visible for miles around. Unfortunately it was cloudy, but we could still hear the distinct rumblings of the volcano as gas emissions were vented. We also took the time for a relaxing stop at the Tabacon Hot Springs to soothe our sore muscles and prepare for the climbing to come.

Looking at the map we realized that the next morning would begin with a 30 kilometer climb right from our hotel. The scenery would have been beautiful if we could have seen it, but the dense fog prevented that. Maybe it was better that we couldn't see every twist in

the road, letting us know that the climb went on forever. The top of the climb brought us to the picturesque village of Zarcero, where we had lunch at a small restaurant overlooking the beautifully sculpted gardens of their central square.

The next day of cycling was uneventful until the last 100 yards. We knew our hotel was on a side road just off the main road we were on. When we saw the sign for the hotel I warned Margaret to slow down, the turn off was in the middle of a steep descent. I made the turn and pulled right in the driveway. Margaret, being more cautious, waited for traffic and would be right behind me. Or so I thought. I waited a few minutes and went back out to the road. There was no sign of her. So I got back on my bike, continued down the hill (and up the next one) trying to figure out how she missed the turn. After two miles I turned around and headed back, worriedly asking the locals if they had seen "the woman on a bicycle" and then checking the ditch along the side of the road. As I got back to the hotel Margaret was pulling in from the opposite direction! It seems she made the turn from the main road, but missed the turn into the driveway and continued up the side road for two miles. We're still not speaking to each other about the screw-up that caused us each to climb two extra miles.

Our last day of riding was to be the 21 miles up and back to Poas, another

active volcano. Ant it was all up; 21 miles of climbing to 9,000 feet! It took nearly three hours but we were able to bike almost to the rim of the volcano. Once there we were afforded views of the bubbling pools inside the crater. I tried to get Margaret to move a little closer to the edge for a better picture, but she wouldn't budge. With the fumes from the volcano, and the altitude getting to us, it was time to descend. The trip back took about half an hour!

The remainder of our time was spent exploring San Jose (mostly exploring the casinos and local bike shops) and shopping for gifts and souvenirs in Sarchi where the local artisans produce many forms of beautiful woodwork.

All in all it was a fabulous trip, the people we met were all extremely helpful and friendly. We realized that the rice and beans was great cycling food and actually looked forward to it. Someday I'm sure we'll return to see the Pacific beaches and the turtle nesting sites, but I still have to figure out how to carry that surfboard.

*Jeff Vogel and Margaret Cipolla have cycled extensively in the Third World. Past trips have been to Eastern Europe, Kenya, Peru, Puerto Rico and Honduras. For more information on any of these places, or on their next trip, tentatively planned for Guatemala, give them a call.*

## Minutes, NYCC Board Meeting

December 7, 1993

Present: Geo Kaplan, Mark Martinez, Jody Saylor, Herb Der-showitz, Nadine Manney, Conrad Obregon, Ellen Richard, Jim Bab-bitt, Jane Kenyon, Hannah Holland, Karin Fantus and Richard Rosenthal. Absent: Clif Kranish.

The meeting began at 6:42 P.M. Geo welcomed the newly elected members of the board, who would take office in January, and invited them to participate in discussions. The minutes of the November meeting were accepted. The reading of the treasurer's report was waived in Clif's absence. Hannah noted that it had been the custom of the club to mail new members a roster, and wondered how this would be handled by the mailing service. Geo declared the roster would no longer be mailed separately to new members. He advised that he would bring new bulletins to the answering service.

Treasurer-elect Reyna Franco presented a draft budget to the board and received suggestions for amendments.

It was anticipated that the holiday party budget might require an additional \$300 of club subsidy.

Geo noted that the board would consider club logo items at a later meeting.

It was noted that the club brochure needed revision to delete

reference to club meetings at the Flatiron Grill. It was the consensus of the board to hold the next members' meeting at Houlihan's.

George suggested we consider two new categories of rides: mountain biking and D category. While there appeared to be no objection to mountain biking the majority of those present felt there was no need for a D category.

Geo noted that a service would now be handling the mailing of the bulletin.

Geo advised that Jeff Vogel would continue in his role of Metro-North liaison. He also advised that he would appoint James Ross to a committee to develop recommendations regarding junior members.

It was agreed we needed new club business cards, and that we would expand the distribution of club brochures.

Richard advised that the appellate division had ruled against the club in the 15 mph suit.

Geo expressed his appreciation to Hannah, Jim, Nadine, Ellen, Mark and Richard for their service to the club.

The meeting adjourned at 8:32 PM.

Conrad J. Obregon

## Progressive 'A' SIG

by Ernie Yu

Yes, it's that time of the year. The holidays are over, the leftover turkey is eaten, the hangover has cleared, and you're ready to deal with that New Year's resolution you made in a drunken stupor: this is the year you're going on 'A' rides. You've been having lots of fun on the other club rides, but deep down inside there's that burning desire to ride fast, like the wind, like Miguel Indurain, like Claudio Chiapucci, like...

Herb Dershowitz??? The SIG is back, and Herb, along with Christy and Paul and Rikki and Jane and myself, is ready to lead the way. We're starting this year on Saturday, March 5, with a friendly 4-lap intro-

ductory ride around Central Park. Following the ride, we'll meet for cookies and coffee and talk about the ride series and how to prepare and how bicycles work and how our butts get sore on long rides, too.

You should be riding at the 'B' level when the series begins—the second ride is a brisk 40-miler. From there, each successive ride gets a little longer and goes a little faster. Along the way, we practice our skills, starting with basic ones like spinning and shifting, followed by the vital technique of pacelining. We spend a lot of time practicing the rotating paceline—this is the primary element of an 'A' ride with the club. We'll also have opportunities

to work on our climbing skills before we finish with a spectacular graduation 'A' ride on May 21 with some of the club regulars. The rides build upon each other, so plan to attend every one.

There is no fee, which makes the SIG the last great bargain in New York. Since this is a road cycling ride series, you're expected to bring a helmet and a road bike. Knobbies go home! And this is supposed to be fun, so bring a cheery attitude!

Ask around and check it out. The Progressive 'A' SIG is the coolest ride series in New York. And if you're having any trouble making up your mind, here are the...

### Top Ten Reasons to Join the Progressive 'A' SIG

- (10) CAN COME OUT OF THE CLOSET ABOUT YOUR LYCRA FETISH.
- (9) EAT ALL YOU WANT AND NOT FEEL LIKE A PIG WHILE WATCHING ERNIE EAT NEXT TO YOU.
- (8) GEE, THE SIG LEADERS REALLY ARE THE FASTEST WHEELS IN NEW YORK.
- (7) NEED THE GRADUATION CERTIFICATE AS COLLATERAL SO YOU CAN TAKE OUT A SECOND MORTGAGE FOR THAT BRAND-NEW 10-LB. ROAD BIKE WITH THE TELEPATHIC SHIFT LEVERS.
- (6) SICK AND TIRED OF GETTING YELLED AT BY HOT SHOT A-RIDERS WHO CAN'T RIDE IN A STRAIGHT LINE THEMSELVES.
- (5) HEY, MADONNA RIDES. CYCLING IS THE SPORT OF THE 90'S!
- (4) GET TO FLIP OFF MOTORISTS STUCK IN TRAFFIC AS YOU PASS THEM ON THE GEORGE WASHINGTON BRIDGE.
- (3) ALWAYS WANTED TO PUSH A B-RIDER OFF "THE HILL" IN CENTRAL PARK.
- (2) BIKER BABES DIG BIG THIGHS.
- (1) "I GOTTA RIDE" IS A GREAT EXCUSE TO ESCAPE THE BLIND DATE FROM HELL ON FRIDAY NIGHT.

## Roller Platform

by Peter Schug

I ride rollers a lot. I can't get out every day, and this time of year especially, rollers enable me to ride my bike and feel like I'm really riding. The bike itself is not locked into a device of any sort, it remains free, ready for a real ride as quickly as I can get into my cycling clothes.

When I got my rollers, I learned to ride them safely in a short time by starting in a narrow corridor where I could lean on the walls to get a start and could shoulder off the walls if I wobbled. The only thing I didn't like was: Climbing onto the bike seemed to be the most dangerous part of the process. Standing on the slippery rail of the rollers, only 3/4ths of an inch wide, in my cleated cycling shoes and trying to get my leg over a bike that was a couple of inches higher than normal was the most daunting and risky part of the deal. That is, until I tried getting off! Alighting gracefully on the same slippery 3/4 inch steel rail in my no less slippery cleated bike shoes would have been impossible without the walls there to steady me.

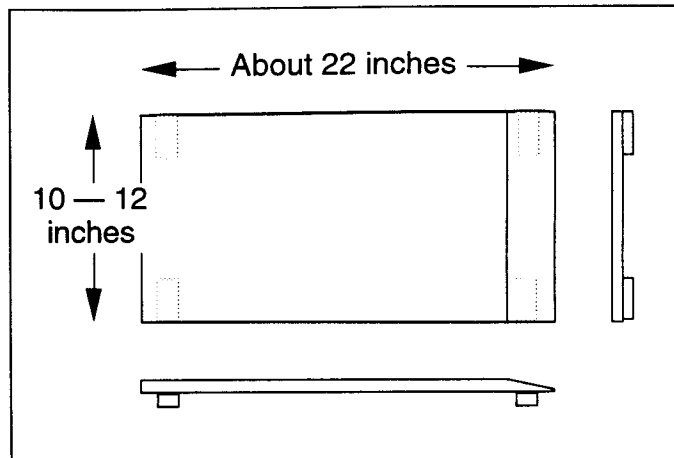
About the second time I went through that exercise I thought there had to be a better way. I decided to make a platform to lay on the rails. That night I envisioned all sorts of exotic design solutions that involved cam latches and spare inner tubes and parts of discarded roof racks. In the morning I sawed a piece of 3/4 by 10 or 12 inch shelving to the outside width of my roller's rails, cut some 1 by 2 inch scraps and glued them on the bottom of the platform. Done! Six minutes work! Most of the six minutes was spent waiting for the five minute epoxy to dry.

I finished my morning coffee, put on my riding shorts and shoes and gave it a try. Wow! I could get on and off the bike like a HUMAN BEING!!! ...and it felt safe and probably is a lot safer.

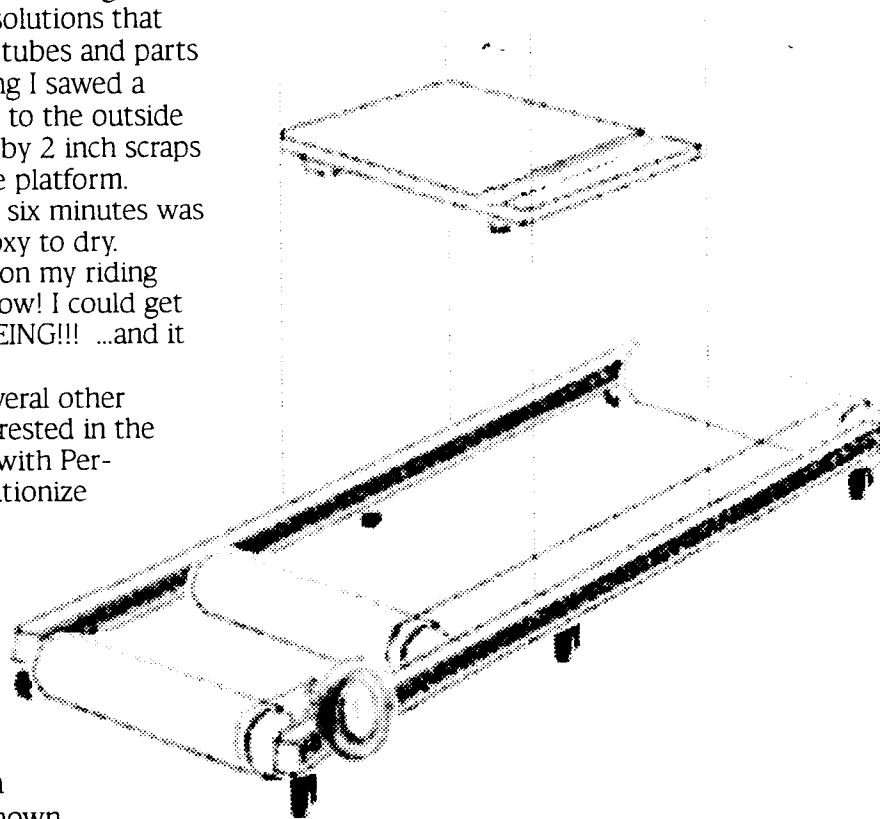
I've mentioned my platform to several other roller riders and they all seemed interested in the idea, so here it is. Just get a contract with Performance or Bike Nashbar and revolutionize roller riding all over the world while making a fortune sawing up pine shelving.

The only change I've made since then is to cut a little more clearance for the belt which sometimes vibrates and touches the platform. If I ever make another I'll just cut the board a little differently. In fact I'd cut it as shown in the diagram, top right!

The following is a picture showing the position



of the platform on the rollers should any doubt about its use remain. The platform goes under the belt and is placed so that its rear edge is roughly under the bottom bracket of the bike. The groove shown on the platform in the drawing is the way it looks on my hastily built original. The platform may rattle at some speeds. If so, just pad the contact areas. I hope you find these ideas useful.



# OFF THE SIDE

© 1994 by Richard Sanders Rosenthal

## TOILET TALK, Part I

There you are, out for a friendly ride in a friendly pace-line, riding with your own good friends in your own friendly bike club when, suddenly, you have to duck or swerve! Airborne nasal mucous is headed your way. Yes, it's a snot attack!

Otherwise fully socialized people don't hesitate to press one nostril against their septum to expel mucous—snot—from the other nostril as they ride, not caring that they may splatter those drafting them. Lesson: Among bike riders, when it comes to purging waste, the patina of civilization is very thin. And not much discussed. It is here

The most frequently asked questions of Gena Yeager and Richard Rutan before and after their non-stop around-the-world flight in 1987 on one tank of gas in Voyager had to do with their urinating and defecating. In the spirit of eschewing euphemisms, I will not say "going to the bathroom" since there was no bathroom on Voyager. And there is none on a bicycle either

Twelve or thirteen years after the fact (or non-fact), I asked world speed record holder, former Olympic cyclist, and Ironman champion John Howard if it were true, as I had heard, that he had a catheter inserted in his penis during the Pepsi Bike Marathon in Central Park in 1980 or '81 when he set the world distance record for 24-hours. He said he didn't remember. I assume he would have if he had had such a penile insertion. I heard he had it so he could micturate without missing a stroke. Had I known this at the time I would have given way to his minions who encircled him and yelled at me as they came up on me. "Get outta da way." One of their functions was to clear the detritus from his path: I was clearly detritus.

But I was brand new to cycling, a Fred-in-the-making, had never heard of Howard, and had no idea anyone was out to set a record. More importantly, I was also a New Yorker so I did what any self-respecting New Yorker would do when they yelled at me. "F--- you," I reasoned with them, "Go around me," and gave them the finger.

Last summer my wife met an Australian woman in France who was researching what surely must be, academically, the thinnest doctoral thesis of all time: the sociology of the Tour de France—although a sociologist might interest herself, not in breakaways, but in the organization of toilet breaks in the peloton. I've heard sometimes when someone in the peloton had to go, the peloton let him go. They let him ride ahead; he dropped his bike and his trou, and then the peloton caught up to him. Question: Does a rider who has to go raise his hand with one or two fingers until called upon by the peloton's designated teacher who gives him permission to go and how does the peloton designate its leader for this purpose?

We have photographic evidence that riders go on the go. A Graham Watson photo on a 1994 calendar (December) shows Erik Breukink peeing as he rides in the Vuelta. As he pees, he's being pushed along by two domestiques who are riding in his, uh, slipstream. Point: All domestic work is demeaning.

If you think evacuating on the fly and when there is no fly seems difficult, consider the skills of Saratoga, NY bike

shop owner and former state champion John Mastrianni. He has a skill that requires greater dexterity than merely going on the go: he can get completely undressed, including taking off his shoes, socks, and shorts, and completely redressed...all the while while riding rollers. You've got to admire such skill (but you've also got to wonder why he acquired it).

I also admire the ease with which racers surmount the puritanical values that impose modesty (or is it shame?) on the rest of us. I have in mind their nonchalantly changing out of their riding shorts after races as they stand by their cars or vans with only the barest nod to "family values" by sometimes turning around to reveal backal rather than frontal nudity to bypassers.

We upscale types bewail the crudeness of those we regard as our social inferiors, those who think nothing of just whipping it out willy-nilly and peeing anywhere they damn well please on the streets of the city. But are we really a more decent sort? The Jersey side of the GW Bridge is a virtual un-watering hole for guys who are only eight miles and twenty-five minutes removed from the start of their rides at the Central Park Boathouse where there are toilets.

Steve Baron suggests, now that we have succeeded in getting the DoT to make a curb cut on the New York side of the GWB, we should lobby for an outhouse on the New Jersey side of it. Right, Steve: easy-up one side, easy-down the other. We'll just make the Port Authority into the Port-o-San Authority.

I don't know about females—boy, is that ever true!—but if I can generalize about males based on my own experience, men's urge to pee is suppressed by the upward pressure of the saddle on their perineum. I can bike for hours without the slightest impulse to pee only to find myself in a prayer for porcelain the moment I get off the bike. This, of course, discourages me from out-of-the-saddle honking late in the day.

X is a strapping figure of a man who still retains the stiff posture and erect military bearing of his West Point training twenty-five years ago. But whatever bravery he may have shown in combat, it couldn't have compared with his rising at a cycle club meeting of 100 men and women to confess his prolonged penile numbness which he attributed to cycling. Was there anyone, he asked, who

could lead him and his urologist to information regarding whether the condition was cycling-related?

Nary a woman raised her hand. Among the men there was the predictable amount of smirking, sniggering, giggling, and guffawing. PULLEASE! This is a decorated Viet vet we're talking about here. We're not talking Nam; we're talking numb nuts. There but for the grace of gonads go any one of us.

As it happens, there is medical literature on the subject. "Neuropathic processes are responsible for two bicycle seat-related problems," writes Dr. Barry D. Weiss, M.D., in "Clinical Syndromes Associated with Bicycle Seats," (Clinics in Sports Medicine, Vol 13, No. 1, January, 1994, W.B. Saunders Co., A Div. of Harcourt Brace & Co., Philadelphia). "The first is pressure neuropathy, which is manifested by

(Continued on page 14)

## The Person with the Most Toys....

by Stevan A. Baron

### (when he dies, wins)

Just in case you didn't know how that phrase ends, I've included it above.

My recent column about bike store repair - I asked for \$32 worth of work, and spent \$320, and neither of the original problems was fixed - seems to have struck a few nerves, and it is clear that such problems aren't entirely the province of one shop or one bike owner. So, I've been thinking about how we can prevent this happening in the future, and I have a few suggestions to offer.

1. Go to a place that services bikes similar to your bike: if you ride a \$5,000 racing machine, don't go to the place that sells only \$150 city bikes.

2. Don't leave your bike with the repair-shop estimator. It's his job to make a profit for his company. I'm told that bike stores don't make money on bikes (at least, not much), they say they don't make a lot on parts, they do make money on clothes, but how many jerseys can you buy? So, I'm led to believe that shops make a lot of their annual profit fixing things.

3. Get to know the person who does the fixing first, not his boss, not

the estimator, not the owner; get to know them later. But the person you want to know best is the mechanic, and insist on discussing your problem(s) with this one person and no one else.

4. Allow enough time for the work, and ask for no repairs a week before Christmas, when the shop is busy assembling those \$29 money makers with three wheels for the kiddies. Nor do you want your bike worked on in July, when everyone else wants their bike fixed.

5. Read a repair book, so you'll understand complicated words like "races" and "bottom bracket". Even then don't be afraid to ask "What is a widget and what is it supposed to do, and how long will it last, and will you warranty it? And when you don't understand the answer, tell the mechanic you are a quick study, but he'll have to translate into a language you understand"

6. Don't expect honest answers. I've had repair people look me straight in the eye and proclaim that I should have my hubs taken apart and cleaned and lubed every 100 miles, and swear to me that they do this with their

bikes. I do know what a hub is, and I had about 10,000 miles on one set of hubs; they were pitted a little, of course, when I agreed they should be replaced. But, any mechanic that advocates that you spend \$40 a week on maintenance should be fired. This is not the mechanic you want to get to know.

7. Ask what they're charging an hour for labor. And ask about the relationship of that rate to the work being done. Expect that the mechanic's wage will be marked up about three times, maybe four. If the mechanic makes \$10 per hour, you'll be paying \$30 to \$40 for his (or her) services. Remember the old joke about the brain surgeon who decides to become a bike repair-person so he can make some real money.

8. If you have the time and energy, go to a second shop. If 100 of you would get competitive quotes on work before having it done, my repairs would cost a lot less.

I'm asking a couple of local shops to comment - stay "tuned" next month. And, don't forget to renew your membership so you'll get this installment on time.

## Re-Cycling

### F. MOSER "Leader Ax"

56 cm c/t, Metal - Blue/Pink/White, Campy Record Ergopower and Chorus equipped, Ambrosio rims, mint condition. \$1750. Call Leonardo (212) 888-4817 eves.

### 1991 Atala TSX

48 cm; Shimano & Campy components; tuned & ready to roll. Great for short person; price negotiable. Also **Olin CRX comp skis** (175 cm) & **Salomon SX91 boots** (size 7); jacket & bib incl.; \$300 or b.o.; call Julie at 212-691-2744 anytime.

### Getaway auto

1986 Ford Escort, 4-door, a/c, hatch, auto-trans, stereo. Starts on cold mornings. Guaranteed no speeding tickets. Great for those biking weekends. \$2,500. Phone 212-595-7010 before 9:30 p.m.

### 4'6" Sofa and TV

Best offer or willing to trade for small bike, skis and other exercise gear. Phone Lou at 718-275-6978.

## Off the Side

cutaneous paresthesia of the pudental nerve. The second is erectile dysfunction (impotence). "Commonly reported symptoms," Weiss continues, "include anesthesia of the scrotum and numbness of the penile shaft."

As for impotence, the literature reports the case of "a 27-year old man." (Only the protocol of medical writing would require the subject be identified as a man: I mean, hell, impotence doesn't to women) who became impotent following a 2-day, 135-mile race. The medical literature regards this as a long ride and associates long rides with traumatic effects. Of course, to our mileage-crazy club,

back-to-back seventy mile days is a short sprint. (Medical writers may care to note that The Grand Centurion himself, Larry Ksiez, does have two children.) The good news is that "(B)y 8 months following the initial insult, the patient's impotence had resolved completely." Insult, indeed.

As for prevention and treatment, Weiss reports one doctor recommends lowering the seat while another recommends raising the seat. So much for medicine being an exact science.

In fact, cycling may actually increase potency, not diminish it. *(Concluded next month)*

(cont. from p.13)

## Nutrition Education Classes

by Christy Guzzetta

I am creating a nutrition education series for members of the New York Cycle Club. It is a basic, straightforward program designed for the regular people among us: those A riders, B riders, and C riders who want a better understanding of practical nutrition. Topics will include dietary guidelines, USDA pyramid review, modification of portions, protein, carbohydrates (simple and complex), fats, sodium, cholesterol, sugar, exercise and energy, identification of individual needs, label reading, eating out, coping, and more.

The program will be taught by Claudia Schwide-Slavin, a nutritionist and registered dietician. Claudia has worked with at least one member of the

NYCC who really took ownership of the program's concepts. This individual then proceeded to lose 20 pounds, keep it off for thus far one year, and improve her riding capabilities substantially. Could I do that?

The first class will be Monday evening, February 28th, from 6:00 p.m. till 7:00/7:30 p.m. There will be a total of 6 sessions, one each Monday. The cost of the program is \$150 per person in advance. Space for this small group is limited. Call/sign up early.

Christy Guzzetta (212) 595-3674

### Renew Now!

## 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 FEBRUARY MEETING

TUESDAY, FEBRUARY 8, 1994

**Mexican Night, Downstairs at Houlihan's**  
in the Empire State Building at 34th St. & Fifth Ave.

## "The Intermediate Vehicle"

So you think there is nothing between the bicycle and the auto?

George Bliss, Creative Director of the CENTER FOR APPROPRIATE TRANSPORT, has spent his career designing, building, promoting and going in search for this very special category of vehicle, low speed and human-powered.

He is introducing this as a new industry for New York City; the design, manufacture and distribution of this vehicle as an alternative to auto pollu-

tion, congestion and noise to promote public safety, utility and convenience.

He comes with slides showing many of these interesting inventions produced here and around the world. Weather permitting, he will give rides in his Pedicab. His first order for a fleet of 12 Pedicabs is for the Hudson River Park from Battery Park to 14th Street, opening this Spring.

COME WISH BLISS SUCCESS IN THIS NEW VENTURE.

Cash Bar 6:00 p.m. Buffet Dinner \$13 7:00 p.m. Program 8:00 p.m.

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

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**Don't get dropped - Renew NOW**