

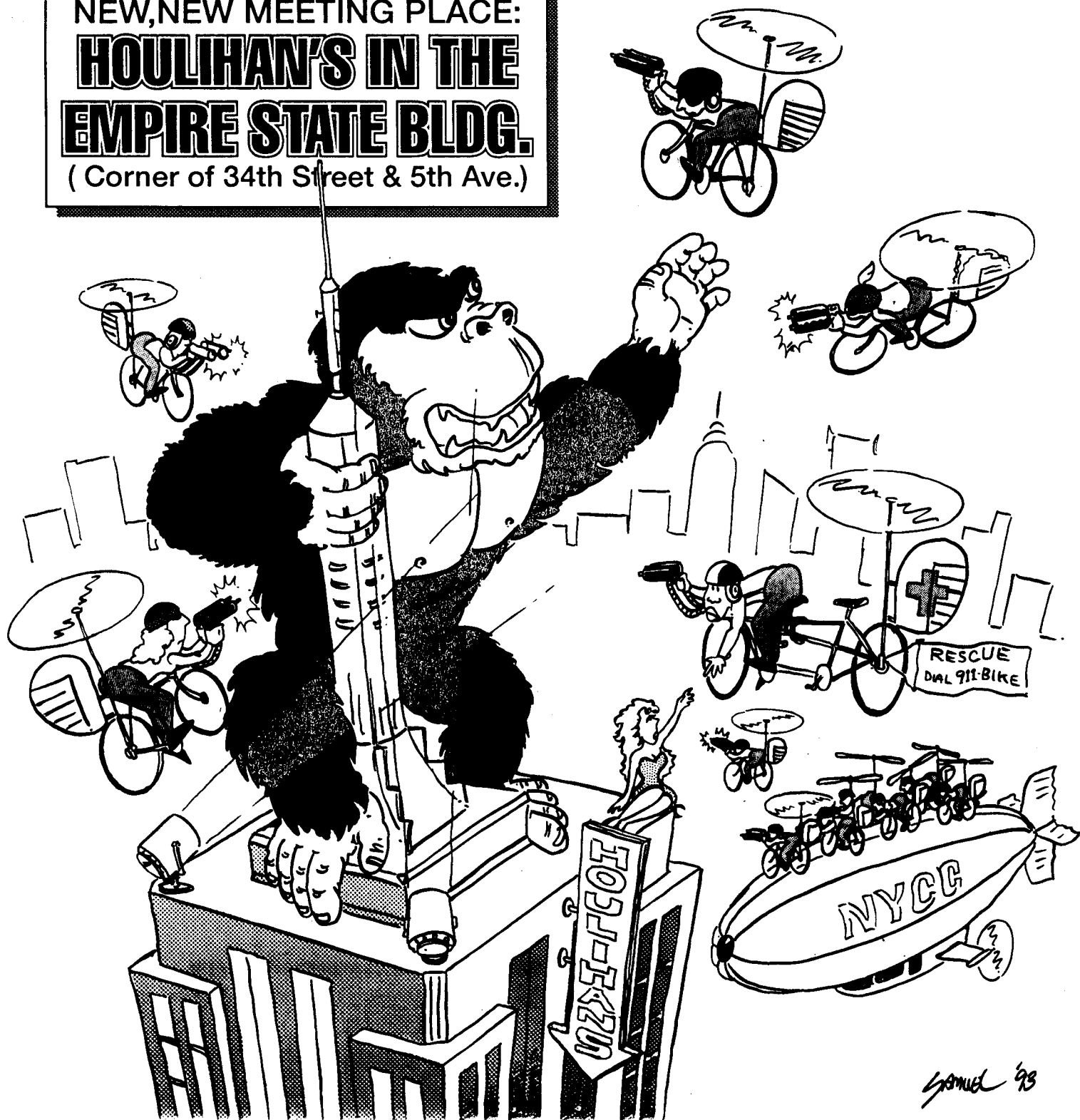
January  
1994

# NYCC Bulletin

SWOOP ON DOWN TO OUR  
NEW, NEW MEETING PLACE:

**HOULIHAN'S IN THE  
EMPIRE STATE BLDG.**

(Corner of 34th Street & 5th Ave.)



**New York  
Cycle Club**

P.O. Box 199  
Cooper Station  
New York, N.Y. 10276  
(212) 242-3900

**President**

Geo Carl Kaplan  
(212) 989-0982

**V.P. Programs**

Jody Saylor  
(212) 799-8293

**V.P. Rides**

Lawrence Ksiez  
(718) 478-0644

**Secretary**

C.J. Obregon  
(212) 876-6614

**Treasurer**

Rayna Franco  
(212) 529-6717

**Public Relations**

Karin Fantus  
(212) 873-5559

**Membership**

Herb Dershowitz  
(212) 929-0787

**Special Events Coord.**

Jane Kenyon  
(212) 663-1935

**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**

Peter Hochstein  
(212) 427-1041

## 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 (flat terrain)	Central Park Self-Class Times (4 laps = 24.5 mi.)
<b>A</b>	Vigorous riding, frequently in pacerines. 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 two.	16 - 17 15 - 16 14 - 15	1:30 - 1:38 1:38 - 1:48 1:48 - 2:00
<b>C</b>	Leisurely to moderate riding; destination oriented. Stops every half hour or so.	13 - 14 12 - 13 11 - 12	2:00 - 2:14 2:14 - 2:30 2:30 >

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

**Address.** Send correspondence to: Caryl Baron, 165 West End Avenue, Apt. 29K, NY NY 10023.

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

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

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

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

**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 Circulation Manager.

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

**Credits:** Front Cover art, Mike Samuel

**Deadline.** The deadline for all submissions and advertising is the day of the Club meeting of the month prior to publication. **The deadline for the February 1994 Bulletin is January 11.** A full page of type is 4150 characters (750 words).

## Club Rides

### SATURDAY, JANUARY 1

**A18-20 55mi**

**New Year's Day White Plains Annual Ride 10:00 a.m.**

Leader: Marty Wolf (212) 935-1460. From the Boathouse. Start the New Year off right with an entry in your brand new 1994 mileage chart. We'll ride as in years past to the Flagship in White Plains for brunch. (No chart? The leader will give one to all who ride today!).

### SUNDAY, JANUARY 2

**A17 65mi "At the End of the Street" 9:30 a.m.**

Leader: Lawrence T. Ksiez (718) 478-0644. From the Boathouse. Someone talked me out of doing a Century this month, so to punish them, I'll only go to Nyack. I'll lead you up the back way in which I think is much more scenic, even in the dead of winter, 9W back. Precip., temp. below 30 degrees cancels.

**C12 25mi Bicycling Brooklyn 9:30 a.m.**

Leader: Dorothy Fong (718) 596-5776. From City Hall Steps. Suitable for beginners in good physical shape and more experienced C-riders. Going to Sheepshead Bay via Brooklyn shore. Precip., temp. below 32 degrees cancels.

### THURSDAY, JANUARY 6

**A18 50mi Priorities 9:30 a.m.**

Leader: Ben Goldberg (212) 982-4681. From the Boathouse. My New Year's resolution: work less, ride more. Precip., or temp. below 20 degrees at 9:00 a.m. cancels.

### SATURDAY, JANUARY 8

**A/B16 45mi Dogs & Fries at Nathan's 10:00 a.m.**

Leader: Herb Dershowitz (212) 929-0787. From the Boathouse. A leisurely ride through Brooklyn to Nathan's at Coney Island. Back through Shore Parkway. No hot dogs cancels.

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

Leader: Peter Hochstein (212) 427-1041. From the Boathouse. Suitable for beginners or more experienced C-riders. Three times around Central Park followed by hot soup or coffee at the Boathouse Cafe. (Finish by 2:30 p.m.) Bring a lock and soup money. Precip., snow on ground, temperature below freezing at start cancels.

### SUNDAY, JANUARY 9

**A40/60mi**

**Hedgehog Halloween Do Over Again 10:30 a.m.**

Leader(s): Jeff Vogel, Margaret Cipolla (718) 275-6978, Stefani Jackenthal (212) 769-8718, Dan Schwartzman (212) 362-5493. From the Boathouse. You know the deal by now: Mimosas and Screwdrivers at the Flagship, Margaritas and Coronas at the Santa Fe in Tarrytown, Metro-Norsk Return. If you didn't show up for the first two tries, you know what cancels. As usual, riding skills appreciated, social skills are mandatory.

**B16 55mi "White Line Fever" 9:30 a.m.**

Leader: Lawrence T. Ksiez (718) 478-0644. From the Boathouse and Queens & Yellowstone Blvds. I'll make it as easy as possible. Flattest way to and from Oyster Bay. Precip., snow, temp. below 30 degrees cancels.

#### Cross Training

**Harriman Hike to Pine Meadow Lake 8:30 a.m.**

Leader(s): Marilyn & Ken Weissman (212) 222-5527. If you've never tried winter hiking, you're in for great surprise. This first of approximately 1/2 dozen winter hikes in historic Harriman State Park, offers a gentle walk along Reeves Brook's crystalline ice formations, then over the Cascade of Slid to a picnic lunch overlooking Pine Meadow Lake. If the weather is clear, we can see the Twin Towers from 60+ miles away. Wear boots and layered clothing, bring water and food. Call leaders for details.

### TUESDAY JANUARY 11 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.

### SATURDAY, JANUARY 15

**A18 100mi Century of the Month - Ride #1 8:00 a.m.**

Leader: Marty Wolf (212) 935-1460. From the Boathouse. Last year I led a January century to New Canaan - 108 extremely hilly miles. This year we'll take it easy and ride to Southampton. Bring your LIRR pass for return. \*\* Ride rescheduled for tomorrow if canceled today. Sunday cancellation - rescheduled for Jan. 22. Call leader if interested

## Club Rides (cont.)

in rescheduled ride. Precip., or temp. below 30 degrees cancels.

### **B15 55mi Park Ridge Diner 9:00 a.m.**

Leader: Wayne Wright (718) 626-1002. From the Boathouse. Rumored to have good pancakes; this diner makes for a good winter ride destination. Mostly flat with only one real hill. Precip., sub-zero wind chill or a 1:00 p.m. Giants playoff game cancels.

### **C13 45mi Warm Your Buns in Bergen 9:15 a.m.**

Leader: Peter Hochstein (212) 427-1041. From the Boathouse. If you don't want warm buns, you can have pancakes or a tuna fish sandwich. Lunch at a diner, probably the one in Norwood, probably using Route 505 out/501 back. Bring lunch money, a lock, and wear a helmet. Precip., snow on the ground, predicted high below 42 degrees cancels.

## SUNDAY, JANUARY 16

### **A18 55mi Cold Ride for Hotcakes 9:30 a.m.**

Leader: Ben Goldberg (212) 982-4681. From the Boathouse. A quick ride to Nyack and back. Think how those blueberry pancakes will taste! Precip. in air or on ground, or temp. below 20 degrees at 9:00 a.m. cancels.

### **B16 60mi "Goodbye Yellow Brick Road" 9:30 a.m.**

Leader: Lawrence T. Ksiez (718) 478-0644. From the Boathouse and Queens & Yellowstone Blvds. A nice and easy trip to Westbury. Nothing too complicated, just there and back. Precip., snow, temp. below 30 degrees cancels.

## MONDAY, JANUARY 17

### **A21 55mi "I Have a Dream" 9:00 a.m.**

Leader: Jeff Vogel (718) 275-6978. From the Boathouse. "I have a dream," it's 70 degrees and sunny all day. We're cruising along on beautiful deserted roads. The tail wind will reverse itself as soon as we turn around at the canyon/mountain/lake (take your choice - we can all participate in this dream). Our legs pumping in unison, we're flying along at 27 MPH in a perfect paceline... Reality: It's 35 degrees and overcast, the northerly wind will turn around when we leave Nyack. We're riding like slugs in our typical ratty paceline trying to keep it above 18 MPH.

## SATURDAY, JANUARY 22

### **B15 45mi Grizzly Wake Up Call 9:00 a.m.**

Leader: Miguel Vilaro (718) 789-0325. From the Boathouse. Wake me up from hibernation. Help me shed some weight gained during the holidays. How about Scarsdale or so. Precip., or temps. below 35 degrees keeps this bear in bed.

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

Leader: Peter Hochstein (212) 427-1041. From the Boathouse. Suitable for beginners or more experienced C-riders. Three times around Central Park followed by hot soup or coffee at the Boathouse Cafe. (finish by 2:30pm) Bring a lock and soup money. Precip., snow on the ground, temperatures below freezing at start cancels.

## SUNDAY, JANUARY 23

### **A18 55mi Could it be...Nyack? 9:00 a.m.**

Leader: Carey Chu (718) 507-7140. From the Boathouse. Route dependent on group's current level of hibernation. We'll increase the wind chill factor on the way home. Winter nastiness cancels.

### **B16 55mi Where Else? 9:00 a.m.**

Leader: Fred Steinberg (212) 787-5204. From the Boathouse. Nyack with a few hills to raise the body temp. Route negotiable. Precip., icy roads, temperature below 25 degrees at start cancels.

### **Cross Training**

### **Harriman Hike to the Lemon Squeezer 8:30 a.m.**

Leader(s): Marilyn & Ken Weissman (212) 222-5527. This second of about 1/2 dozen hikes in historic Harriman State Park this winter offers slightly hillier terrain than the Reeve's Brook hike. More ups and downs. One of last year's ups was coming within a dozen feet of a small herd of deer on our way to this unique rock formation. No mountain climbing skills needed. Wear boots and layered clothing, bring water and food. Call leaders for details.

## THURSDAY JANUARY 27

### **A19 50mi Why Not? 9:00 a.m.**

Leader: Ben Goldberg (212) 982-4681. From the Boathouse. For you weekend skiers, mid-week exercise is crucial. Precip., or temp. below 20 degrees at 9:00 a.m. cancels.

## Club Rides (cont.)

### SATURDAY, JANUARY 29

**A20 55mi Pearl River 9:00 a.m.**

Leader: Jane Kenyon (212) 662-1935. From the Boathouse. Great winter destination: not too far, not too hilly and a nice cozy diner that loves cyclists! Precip., and/or temp below 34 degrees at 8:30 cancels. Call if in doubt.

**B16 50mi White Plains 9:00 a.m.**

Leader: Jim Babbitt (718) 296-0027. From the Boathouse. Short, easy-paced ride to Flagship Diner in White Plains. Precip., temp. below 42 degrees, conditions for great sled-ding cancels.

### SUNDAY, JANUARY 30

**A19 46mi Run for the Border 9:30 a.m.**

Leader: Mark Martinez (212) 996-7909. From the Boathouse. Bundle up boys and girls for a mercifully brief excursion to the Northvale Diner (just below the NJ-NY State Line). The mileage should be short enough to prevent serious cases of Popsicle Toes. Possible excursion to Sneden's Landing on return to check out the Lifestyles of the Rich and Famous. Precip., temperature below 20 degrees cancels.

**B slow 24mi Overly Optimistic 10:00 a.m.**

Leader: Mitch Yarvin (W) (212) 967-3380, (H) (212) 769-

2637. From the Boathouse. Let's go nowhere slowly, it has been some time since I've ridden last, so let's do 4 laps in the park to stretch the legs. Late start, easy bailout for those who are cold, cramping up and in need of hot cocoa. Rain, snow, high winds, temp. below 40 degrees cancels.

**C12 20mi Fort Tryon Park 10:30 a.m.**

Leader(s): Irv and Hindy Schachter (212) 758-5738. From the NW corner of First Ave. and East 64th Street. This is the shortest ride we lead, but it always has lots of participants and good cheer. The human participants ride through Central Park and Riverside Drive to Fort Tryon Park. The squirrel participants meet us at the park for lunch. Rain, snow or temp. below 37 degrees at start cancels. (Won't the squirrels be disappointed!)

### SUNDAY, FEBRUARY

**A 45-50mi Queens for a Day Brunch 9:00 a.m.**

Leader(s): Jeff Vogel & Margaret Cipolla (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 on the Kissena Velodrome. After the ride, indulge in the Cipolla-Vogel all-you-can-eat Brunch. Nasty weather cancels the ride but not the Brunch. Call if you need directions.

\*\*\*\*\*

**Happy New Year**

**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 January 11, 6:00 p.m. at Houlihan's (our new location).**

\*\*\*\*\*

## From the Boathouse

by Geo Carl Kaplan

January 1, 1994

... And, A HAPPY NEW YEAR! to all members of the New York Cycle Club. May 1994 be better than 1993, and not as good as 1995!

Wasn't that a great Holiday Party on December 13 at the Roundabout! Our thanks to Jody Sayler for planning and putting it together, and to Jane Kenyon and Herb Dershowitz for ably assisting Jody. And our thanks to Ellen Richard for making the Roundabout available. And thank you, all 195 of you for attending and making the party the smash hit that it was.

More thank yous . . . Jerry Ross for counsel and for drafting the amendments. Thank you to the ladies who race: Catherine Chathan, Elizabeth Emery, Stephanie Jackenthal, and World Champion, wearer of the coveted Rainbow, Lisa Halle.

And, now on to the new year. We hope to continue the series of mountain bike rides ably coordinated in November and December by Beth Herman. Thank you, Beth. We are looking for a Coordinator

of Mountain Bike Rides, so if you are interested, get in touch with Larry Ksiez. We need you. Another new direction in rides is a series of introductory rides for people who have never gone on a group ride and are leery of being over matched. Peter Hochstein, C Rides Coordinator, has some excellent ideas about this type of ride. Look for listings in this and future bulletins.

We pride ourselves on being a cycling club for riders and rides, so let's have more rides to more places. There must be some places other than Piermont and the Flagship that we can head for. Let's have some diversity . . . yeah! diversity . . . Come up with some new destinations, and some novelty rides . . . perhaps in the Fall someone will organize a treasure hunt ride or scavenger hunt ride. Are Marty Wolf and Sting and Buzz the only leaders with imagination?

More thank yous: Irv Weisman, who was just made a Life Member at the Holiday Party has agreed to organize the Newcomers Ride,

again, for the umpteenth time, in April. Irv is also leading the Effective Cycling Course (LAW), beginning in February. Thank you, Irv. Jeff Vogel has agreed to serve as Metro North Coordinator for the coming year. So, if you are planning a ride that will use Metro North, Contact Jeff, and he will help with arrangements. Thank you, Jeff. Richard Rosenthal, with great aplomb and modesty, will organize Cycle Repair Workshops, this year, as he has done in the past, and Richard will continue as liaison with TA and the law firm appealing the decision of the State Appellate Court to uphold the 15 mile per hour speed limit in Central Park. Thank you, Richard.

We are working with designer Michael Toomey to have New York Cycle Club jackets, musette bags, bandannas, water bottles, and jerseys available for sale this spring. See the February bulletin for additional details.

Keep those phone calls, cards, and letters coming with your ideas, comments and complaints.

## Mountain Bike Cyclocross Challenge Race

Kissena Cycle Club is sponsoring a mountain bike - cyclo cross - road bike with fat tires - challenge race on February 27, 1994 at Kissena Park to raise funds for the Kissena 1994 Junior Development Program.

The event will be a circuit race starting and finishing at the Velodrome, using bike trails in the park. The entry fee is \$20 (\$2 for Juniors 16 and under). There are six races; Junior 16 and under,

Beginner/Citizen Men, Veterans 31+ & 40+, Sport Men/Sr. Cat 4/Sr Cat 5, Women and "Money Race All Studs". Half the collected fees will be allocated to the prize lists for each category and all profits will go to support the Kissena Junior Development Program. There will also be medals and merchandise prizes.

Kissena Cycling Club supports its Juniors with equipment, coaching, travel expenses and entry fees.

Many of the Club's juniors would not be able to participate without help from the Club.

Come out to prepare for the 1994 season, have a good time and support a worthy program getting kids involved in bicycle racing. Kissena produced a Junior National Champion this year and your support will help others be true "Champions of the Future".

For details, call James Ross at (212) 362-3431.

# BLOWOUTS

by Lou S. Pokes

Question of the year. This comes from the Pedal the Peaks ride application. "What is your attitude at the onset of adverse weather conditions?" Choice (a) is "Sit down to cry and demand a sag wagon immediately". It sounds like they've been on some of our winder rides! Two inches of "possible snow flurries" on December 11th wiped out cycling that weekend. Rain canceled most rides the previous two weekends. That doesn't leave me with anything bike related to write about this month. so, since many people call this the "gossip column", lets go straight to the gossip!

The unofficial club matchmaker was busy again. (She'll remain unnamed for fear that she'll get requests from everyone of the hundreds of members who have never been on a ride - they must have joined for some reason.) Her arrows pierced the hearts of **Shari Horowitz** and **Bob Foss**, who are now a confirmed (yes).

Congratulations to **Elizabeth Emery** who announced here engagement to **Evan Wachs**. The question is will Elizabeth change her name and thereby give up her nickname.

My apologies to **Margaret Watson** and **Clay Heydorn** (yes). I reported their wedding a little early last month. Creating a need for them to explain to many people that they weren't married, yet. They do have a marriage license and it expires in early February so we know it will happen soon. Congratulations, again.

We all need to thank **Jim Babbitt**, **Clif Kranish**, **Nadine Manney**, **Mark Martinez**, **Ellen Richard**, **Richard Rosenthal**, and especially **Hannah Holland** for their services on our Board of Directors. The entire board did a great job this past year, coming up with lots of new and creative

ideas. By the way, is it really true than when Hannah started as Circulation Director, the Bulletin was delivered by Pony Express? (No, but first class postage was \$.03. - ed.)

Congratulations and good luck to **Mike Fraysee**, who was guest speaker at our September club meeting. Mike was recently elected president of the U.S. Cycling Federation, the governing and sanctioning body of bike racing.

So, who in the club has the bike with the sexiest paint job this year. It has to be **Larry Ubell**. But, Larry, we have just two words for you - Kiss Off!

While New York was having 2 inches of snow, **Caryl** and **Steve Baron** (yes), were on the 7:00 a.m. pickup ride at Mike's Cyclery in Ft. Lauderdale, looking for **Art Guterding**. Art and Steve were supposed to duel on the baptismal rides of their new Zinn bikes, ordered 3 months before, but Art decided to go to Colorado to choose his paint job, instead. He chose white! Some things just can't be done by phone.

This being winter, I thought I'd let you know how some of our friends around the country train in the off-season. **Nancy Raposo**, woman's RAAM winner, trains for the heat and humidity of the southeast by riding a wind trainer in a greenhouse near her Rhode Island home. And how does **Mary Burns**, a Florida resident, train for the Iditabike in Alaska? She rides her stationary trainer in a meat locker. What is it about cycling that causes such bizarre behavior?

The international bike racing news of last summer was that Francisco Moser's long-standing record for the hour was broken twice within one week. The first one to break this record was the eccentric Scots-

man, **Graeme Obree**, who rode over 52 kilometers (32.24 miles) in one hour last July. His bottom bracket was made from old washing machine bearings while some other parts were from scrap metal found on the side of the road. If he can go that fast on a truly recycled-cycle, then our **Road Bozo** this month should be all of us out there riding high-tech, \$3,000+ bikes.

So was our holiday party at the Roundabout Theatre a party or what?! Everyone and their mother (**Mrs. Nappi**) was there, as we set an all time record for the largest NYCC party ever. Special thanks go to **Ellen Richard** for getting the space. Also thank you, **Jody Sayler**, **Jane Kenyon**, and **George Kaplan** (no) for making sure it was a festive occasion. We also need to thank **Peter Matusewitch** and **Jim Babbitt** (no) for making an emergency beer run. There was a great dinner catered by Carmine's, dessert by Ferrara's, and dance music supplied by DJ Nappi. The only question is: what excuse could anyone have had for not being there?

**Editor's Note:** I've heard complaints that **Lou S. Pokes** only writes about his friends. Lou says we're about everyone. He requests that if you have a story he should know about, please let him know. His address and telephone number are in the roster. Or you can call me and I'll see that he gets your story.

\*\*\*\*\*

**TUESDAY JANUARY 11**  
**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.



## No Tech Tips

**Grinding Gears:** My friend Irv Weisman mailed me a copy of his letter to the editor of *Traffic: The Metro Cycling Journal*, that he wrote in response to my article, "Next to Nothing." That article also appeared here as last month's No Tech Tip. Irv sent along a cover letter as well, and in it he challenged me to reprint his remarks in this space, if I dared "...provide a platform for 'the opposition'..." and respond to his comments. Here's Irv's letter:

"Bob Moulder's article, 'Next to Nothing,' listed various factors which are more important for cycling performance than the bike being super lightweight. Among them he included such subjective items as inspiration, motivation, psychology, and confidence. But he did not mention proper gearing, designed to match the rider to the power demands of the terrain. Does he accept the widely held nonsense that the corn cob cluster, so frequently incorporated on lightweight bikes, represent the pinnacle of intelligent gearing design so that they need not even be mentioned as a factor?

"Those clusters, paired with the usual 52 and 42 teeth chainrings, are primarily useful for massaging the egos of testosterone-intoxicated riders who are prepared to sacrifice their knees for the fleeting glory of being able to pose and posture as powerful athletes. Wider range, and especially lower, gearing would not only enable them to handle hilly terrain with greater ease, but would help them preserve their knees for a lifetime of pain free riding. Since most of us are issued only one pair of knees, it seems quite stupid to risk damaging them for the sake of very fleeting posturing glory. Once damaged, the knees are never again damage-free unless they are replaced with titanium joints. Is that the next step in the pursuit of lightness?"

Irv is right when he points out that I was remiss in not mentioning proper gearing as an important factor in cycling performance. I consider it a rather small oversight since the article wasn't about gearing, but I did go back and put the words "appropriate gearing" in that paragraph on my hard disk, in case the article is used again elsewhere.

Although we agree about 90% of the time on cycling related matters, Irv regularly parts company with me when discussing gearing and cadence. While I believe there is plenty of room in the "gorgeous cycling mosaic" for low-gear advocates, Irv cedes no territory to those who like their gear blocks "high and tight."

Irv's arguments can be distilled thusly: 1) Those who use high gears are testosterone-laden fantasizing racer wannabes; 2) Continued use of relatively high gears entails a high risk of permanent damage to knee joints; and 3) Lower gears make hill climbing easier and more comfortable.

My responses are, in order:

1) Yes, there are a few Walter Mitty-ish racer-posers in the "A"—and "B"—crowds. In certain bizarre instances, some of them have become so inundated with hormones that they refuse to lay chain to a cog with more than 19 teeth and have tried to punch out fellow club members on "friendly" rides. On the other hand, a good number of them have the mettle to actually race in sanctioned events and, having satisfied their need for speed, are nice guys and gals on club rides. But if I may delve ever so briefly into matters probably best left to you psychologists out there, the vast majority are nice people who just happen to have Type-A personalities and immensely enjoy spirited group competition. They love attaining maximum speed, riding really close together, flirting with the anaerobic red line and thrashing themselves to the point of endorphin-induced group orgasms. Nothing wrong with that.

2) It has been my experience that there is a very low incidence of knee problems (As usual, I have no numbers.) among regular "A" level club riders, many of whom are in their 40's to late 50's and have been riding fairly tall gears for a lot of years. Although a few cyclists use absurdly high gears that can lead directly to knee injuries, knee troubles can also be caused by or exacerbated by other factors which include, but are not limited to, bad bike position (especially the foot-pedal interface and seat height), inadequate mileage in early season, insufficient warm-up and not dressing warmly enough. If that isn't enough, there's also the problem of genetic predisposition to certain afflictions,

such as chondromalacia and osteoarthritis, which may develop whether or not a person ever puts a foot to a pedal.

3) (See Response #1.) Cyclists who prefer higher "performance" gearing don't necessarily want to climb hills easily or comfortably. They just want to go fast without "blowing up." Since their early-season spinning has toughened their knee ligaments and tendons, and strengthened the muscles that stabilize their knee joints, they are free to use gears that will allow them to go as fast as possible while staying at or slightly below anaerobic threshold, with occasional excursions into the "Red Zone." For sure, it isn't for everybody.

I am in complete agreement with Irv's observation (not presented in his comments above, but which I've read and heard before) that many new cyclists injure themselves and/or become disenchanted with cycling by starting off with race-type gearing. True, these gears are not adequate for everyone, but believe it or not there are some very powerful athletes in the NYCC who can climb one badass hill after another in a 42x19, no problem, no blown knees.

My recommendation has always been for bikers to identify their personal cycling goals and then assess their own physical capabilities and time constraints to determine whether their goals are realistic. Obviously, the gearing requirements for those who like casual 25-mile weekend jaunts are vastly different from the gears chosen by those who regularly ride 250 miles per week, including fast, hilly 85-milers to South Mountain Road. For many performance minded cyclists, myself included, real-life demands on time have forced them to reassess their goals; they have switched to appropriately lower gears and ride fewer miles at slower speeds.

I have always counseled any cyclist experiencing minor physical ailments, no matter his or her level of riding, to get expert advice regarding bike position, gearing, riding technique, training methods, etc. Cyclists with acute or chronic medical conditions should always seek professional help from a physician who specializes in sports orthopedic medicine and is well versed in problems unique to cycling. Lower gears might—or perhaps might not—be part of the solution.

by Bob Moulder

# Off The Side

by Richard Sanders Rosenthal

## Cops, Courts, Squeegees & Bikies

### Part I: The Police vs. the "Squeeges"

Here's today's question: How many cars a month are ticketed in Central Park? We'll return to that in a moment, but first...

Our new police commissioner has said his #1 priority is to improve police morale. What's apparently good for police morale is hurling Frankie to the ground, sending him to the hospital, and confiscating his bike for riding c. 20MPH. Suing a small journal for reporting it. Crushing Doug's rear wheel with a police scooter while pursuing Frankie. Issuing five tickets at one time to Ed for such infractions while cycling as failure to have a bell that can be heard 100 feet—and to issue these citations the day after they supposedly occurred. No matter that Ed wasn't even in New York that day before. And giving Peter three tickets at the same time for, among other cycling violations, not signaling a left turn when he was in the bike lane (from which, if you haven't noticed, you can't turn left).

Even though all these major busts took place against miscreant cyclists in Central Park, the fact is, there's very little visible police presence in the park; in fact, it's not at all uncommon to ride the entire 6.2 mile loop without seeing a single cop.

So here's an idea for those of us who take comfort in seeing police in Central Park to get them out there. We cyclists will plant our own undercover "squeegees" at various points around the park road. You know "squeegees"; they're the guys who come up to your windshield at red lights and wash it. Why "squeegees"? Because our new mayor and his police commissioner have also placed a high priority on ridding the city of "squeegees." No kidding. I can't make up stuff like this. So, in my scenario, the cops come out to sweep the "squeegees" off the road...then we've got 'em out there where maybe they'll also go after errant drivers and perps.

Naw, that's not gonna work because it's apparently bad for police morale to put out the barricades that close the park to automobile traffic when they're supposed to, stop cars that go around the barricades and are in the park when it's closed to traffic, and stop cars for speeding in the park.

"It's very difficult to tell when cars are speeding in the park," one senior officer in the Central Park precinct said at a community meeting November 10th, explaining away what he grants is a paucity of speeding tickets issued to drivers in the park. (It's apparently a whole lot easier to tell when a bike is going 15 or 20.)

So how many cars would you say are ticketed in Central Park each month? Would you believe 80? Not that many? Well, here's the NYPD's answer. Are you ready for this? 800! Yep, 800. Supposedly 800 cars a month are ticketed in Central Park. At least so says the Central Park precinct commander and his community relations officer. That's 26 a day. Have you ever seen one? One? No, I haven't either. And neither has any cyclist I know.

Having perceptively noted a trace of disbelief on the face of one or two people at the meeting where the police claimed this catch, they invited anyone to call them to check this out. To their surprise, someone did. "Well, ah, of course you can't see copies of the tickets because that would violate people's right to privacy, but you can see summaries of the tickets." "O.K., I'll look at anything you'll show me." "We'll get back to you in a day or two."

That was a month and a half ago and I'm still waiting. Meanwhile, are there any volunteers for squeegie detail out there?

### Part II: The Judges vs. Reasoning

"If a 15MPH speed limit on bikes in Central Park will save just one skateboarder from getting injured, then it's reasonable and O.K." Sounds like pretty dumb reasoning, doesn't it? But here's something even dumber: that was actually said from the bench by an appellate court judge in the oral argument of our appeal of the 15MPH speed limit on bikes in the parks. No kidding; I don't make this stuff up.

Here's another incisive observation culled from abstruse legal theory and scholarly text hurled down at our lawyer: "I see a lotta letters against cyclists in Our Town." Yeh, well, as it happens, Betty Dewing is a columnist for that fuddy-duddy, mildly conservative, gentry-serving, neighborhood freebie giveaway of a rag. And, not coincidentally, she just also happens to head up an organization called "Pedestrians First." (When last your cor-

respondent looked into the matter, she not only headed it, she was also its only member. Why do you suppose she declined an invitation to appear on a panel at a NYCC meeting a couple years ago to give us the benefit of her views?) (When asked whether he supported cycling in the city, the publisher could only bring himself to speak against "irresponsible cyclists." One didn't hear, and doesn't read in his paper support for responsible cyclists.) (I can't help but admire the judge's apparent willingness to give up his job (and parking privilege), in favor of letting a small-time publisher adjudicate the law.)

He also proclaimed "common sense" tells us the 15MPH law is sound. "Common sense": now there's a uniform standard and objective criterion on which to base law. "Common sense" also decreed the earth was flat and the sun revolved it—and a whole lot more that has been refuted in time by history. On the other hand, it is common sense that private cars should be banned from New York's central business district, including cars with judges' plates.

Need I add: we lost? This was fully expected. In their brief opinion, the court attached a great deal of importance to a completely phony quotation it attributed to a member of Transportation Alternatives. We look forward to an appeal to the state's highest court where, it is hoped, the core legal issue of "arbitrariness" will finally be considered as it hasn't been in the courts below. (Meanwhile, a little massaging of the incoming park commissioner might help us accomplish politically what has so far eluded us legally: the understanding by those responsible for safety in the parks that there already exists ample law that empowers the police to ticket and even arrest anyone for the unsafe operation of a vehicle regardless of his and her speed. After all, riding 25 MPH isn't necessarily dangerous, while riding at 5MPH can be.)

In the meantime, thank you, Richard Pershan, Charlie Platt, and Ellen Dunn. Our appreciation and indebtedness to you and your firm, LeBoeuf, Lamb, Leiby, and MacRae, for the enormous amount of time, talent, and other resources including money you contributed to this is so great that it temporarily plum knocks the sarcasm out of me. But only temporarily, I trust.

## Letters to the Editor

### Dial 1-800... for ..

I know it's not nice to name names, but I wish Steve Baron had in his December "Toys" column. His experience with the neighborhood bike shop sounds similar to some I've had. It makes you wonder what the results of a shop survey of NYCC membership would reveal. In a mail order age, you'd think a local business would try to emphasize the one thing left that doesn't come in a UPS box: service. (Instant demo-graphics, customer-retailer relationship, business growth) Now, I visit the local guys as a last resort, do most of the work myself, and pick up the phone and dial 1-800-BIKE-PARTS.

J. Breaky

### Love and kisses

Dear Hannah Holland:

For all those years (how many were there?), thank you Hannah Holland. For all those years, for all those months, for all those Bulletins, thank you Hannah Holland. Hot once, not one single time, do I recall getting my bulletin after the ride started - all those years. You never slipped, your commitment was clear. I admire your work so much. Thank you so very much.

Christy Guzzetta

### More Track Trivia

Here's a bit more trivia ref the tracks at Piermont:

When the steam trains arrived at Piermont with passengers, they unloaded same near the far end of the pier onto waiting steamboats to take them to NYC. Reason: Commodore Vanderbilt saw to it that the Erie could not receive permission to cross the Hudson. The ferry to NYC was FREE OF CHARGE.

It seems not much has changed: on foggy days, river pirates would bring their boats closer to the shore end of the pier and load up unsuspecting passengers from the trains.

About halfway to NYC the pirates would then collect the "fare" for the ride under threat of bodily harm. This went on for some time before the Erie hired private police and warned all passengers about the pirates.

Finally, the Erie made it into Jersey City, and the ferries ran from Jersey City to NYC until the 1950's.

Judy and I are enjoying life on the farm, and wish to extend a cordial invitation to NYCC members to stop by when near Lancaster or York. We even have room to put up a couple of cyclists overnight, or a slightly larger number in our wall to wall carpeted barn rooms (bring a sleeping bag). If in the area, call us at (717) 632-8630 for at least a cuppa. Moo.

Charlie & Judy Morris

## The Short Crank

This is a new, unsigned column, by the assistant editor.

### Warm Toes

Those little Tote boots, worn over cycling shoes, are warmer than the most expensive shoe covers. Your friends may laugh, but you won't be the one with cold toes.

Other old-fashioned preventatives for cold toes include the following:

spray your toes with anti-perspirant before you ride (and if anyone wants to kiss your foot at the Flagship...); put plastic wrap over your socks, inside the shoes (sweating is ok, maybe; but evaporation is what makes toes cold).

Bob M reminds us that warm legs create warm feet: wear warm tights.

### Beating the Airlines

It actually works: paste big labels on

your bike box proclaiming the contents to be "DISPLAY MATERIALS - FRAGILE", and if you've got the nerve to respond to the question: "That isn't a bike, is it?" with "No, sir, we're on our way to a gift show in Miami", you'll save the \$45 that most airlines charge only for bikes. If this were a chain letter, I could be rich in a year.

## 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 Monday sessions. The cost of the program is \$150 per person in advance. Space for this small group is limited. Call/sign up early. (212) 595-3674

## C Notes

by Peter Hochsten

There's probably no more eclectic group in the club than C riders. They've ranged from beginners who think a 30 mile ride is a major workout to experienced age 70-plus riders who, on a day's excursion, could still churn out a hilly mile for every year of their lives.

There are lovers of flat rides and not-so-flat, fans of 11 mph meanders and of brisker 14 mph jaunts, and everything in between. We're going to try this year to accommodate everyone at least some of the time — although some C-riders will have to accept less than their ideal concept of a C-ride on some weekends.

During the winter we'll not only try to continue our frost-bite series of flat rides to Brooklyn, but also an occasional ride of 45 or so miles into Bergen or lower Rockland County.

Every other Saturday in January and February we'll be offering a quick Ride 'n Schmooze 'n Brunch — three times around Central Park as a 12 to 13 mph pack, followed by hot soup or coffee at the Boathouse. (Start at 11 a.m., finish by 2:30 p.m.) And Ken Weissman will be rounding things out with his "cross training" upstate hikes once a month.

By late March we'll be offering more long rides. And I hope that Irv Weisman will consider making his Effective Cycling Course a regularly listed C-ride series this year.

In any case, we need volunteers to lead rides. I'd be delighted if you were one of them. To volunteer, or simply ask questions, call me at home (212) 427-1041. I'm not always there, but the answering machine is always on and I do return calls.

## Classifieds

**Black Cannondale** Racing Bike. 14 spd. Seldom used. Excellent condition. 20" frame. Chainrings - Sugino 47 & 52; rims - Wolber gtx; stem - mod 55 nitto; cranks - Sugino 170;

brakes - Dia-compe bas edge; pedals - Miele AR-2; derailleur - Suntour Acushift Edge; seat - Vetta; tires - Select Sport 700 x 20c; Zefal pump included. \$400 or best offer! Call

Leigh at (212)696-8280.

**Keep training** on those icy days. Mag turbo wind trainer, was \$186. Like new. Best offer. Call Lynn (212) 877-9653.

The editor for this issue of the NYCC Newsletter is Caryl H. Baron. The design and typography are by Stevan A. Baron. The sans-serif type is Gill Sans, designed by Eric Gill in 1930, who is also known for designing Perpetua and Joanna. The face was adapted to the Mac by The Monotype Corporation. 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".

## 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 JANUARY MEETING

TUESDAY, JANUARY 11, 1994

## From Ernie to Ocean

COME CHECK OUT OUR NEW MEETING PLACE

### DOWNSTAIRS AT HOULIHAN'S

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

In JANUARY the NYCC celebrates our accomplishments of the year with Presentations, Awards and Introductions.

Next, see and hear about our very own NYCC member ERNIE YU's ride across the country. This summer Ernie quit his job on Wall Street, said goodbye to all his NYCC friends. He cycled from Seattle, Washington and arrived in Bar Harbor, Maine 4,800 miles and 3 months later. "Why?" We asked! "Because I always wanted to!"

The group ride turned out to be a real rolling soap opera. Along with the anecdotes, Ernie has some great slides that relive his trip. Come join us.

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

**First Class**

PRESORT  
FIRST CLASS  
U.S. POSTAGE  
**PAID**  
Permit No.  
7288

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

**Renew Now - see inside for details**