

July  
1994

# NYCC Bulletin



*"I had the dream again doc—I tried and tried to catch them but they just kept pulling away and there was this weird laughing...laughing..."*

## New York Cycle Club

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## Guidelines for Club Rides

NYCC rides are friendly group rides by individuals of similar riding skills. Our leaders are volunteers. In addition to setting the pace and choosing the route, they may require or recommend specific equipment (helmets, locks, etc.) in their ride descriptions. Unless otherwise stated, precipitation at the starting time cancels the ride.

Please be sure that your bike is in good working condition. Bring a pump, spare tube(s), patch kit, tire levers, water, pocket food, and medical I.D. Optional items include a lock, maps, commuter rail bike permits.

Helmets are required in Rockland County and on some roads in New Jersey, and are

strongly recommended at all times. Headphones are illegal in New York State.

Club rides attempt to maintain the flat cruising pace printed after the ride class in the listing (i.e. **B15**) Consult the chart below for details of riding style. You can assess your abilities by riding at a comfortable pace, four laps around Central Park. The northern end of the park can be dangerous; ride with other cyclists. Be sure to measure the time it takes you to complete the four laps, and not your average speed. In selecting your first club ride, be conservative. Choose an easier ride; call the leader if you have any questions.

Ride Class	Ride Description	Cruising Speed	Central Park Self Class Times (4 laps = 24.5 mi.)
<b>Road Riding</b>			
<b>A</b>	Vigorous riding, frequently in pacelines. High regard for good riding style. Stops every 2 hours or so.	22+ mph 20 - 22 18.5 - 20 17 - 18.5	<1:10 min. 1:10 - 1:16 1:16 - 1:23 1:23 - 1:30
<b>B</b>	Moderate to brisk riding with more attention to scenery. Stops every hour or 2.	16 - 17 15 - 16 14 - 15	1:30 - 1:38 1:38 - 1:48 1:48 - 2:00
<b>C</b>	Liesurely to moderate riding; destination oriented. Stops every half-hour or so.	13 - 14 12 - 13 11 - 12	2:00 - 2:14 2:14 - 2:30 2:30 >
<b>All -Terrain Riding</b>			
<b>ATB 1</b>	Hilly to mountainous and single track riding (mountain bikes only)	Average speed will vary with terrain and rider experience.	
<b>ATB 2</b>	Rolling to hilly with some single track and trail riding (mountain and hybrid bikes)		
<b>ATB 3</b>	Flat to rolling, trails and road riding (mountain and hybrid bikes)		

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

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**Subscriptions:** The NYCC Bulletin is mailed free to all NYCC members. Membership is \$17 per year for individuals, \$23 per year for couples. See inside back cover for a membership application. If you don't receive your copy by the first of the month contact the President.

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

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

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

## Club Rides

### EVERY WEDNESDAY

#### Wednesday Night Pickup Rides

Coordinator - Ellen Richard (212) 505-0697. Beginning on May 4th. Rides to State Line and or River Rd. will resume. These rides will leave the Boathouse at 6:15 p.m. sharp in order to maximize the daylight hours available. I strongly recommend at least a rear light and brightly colored clothes. The state line ride is fast, running between 20 to 25 MPH. Those in need of mid-week hills get their thrills on River Rd. Please call me if you have any other questions.

### MOST WEDNESDAYS IN JUNE

#### Wednesday Night at the Races

Coordinators: Jeff Vogel & Margaret Cipolla (718) 275-6978. Do the Wednesday morning ride so you can come to the track races at the Kissena Velodrome tonight. With 15 or more races from 6:30 p.m. till dark there's plenty of non-stop action. After the races we'll head out for Greek/Israeli/Italian/Chinese food (group decision) or a group ride back to Manhattan. Call coordinators for bike/car/subway directions.

### FRIDAY, JULY 1ST

**A/B/C 24mi Pizza Ride #3 6:30 p.m.**  
Leaders: Jonathan Silvers & Mitch Yarvin (212) 794-4692 & (212) 769-2637. From the Boathouse. A casual Friday evening get together for all riders. Do laps in the park, finish by 8 o'clock and engage in cyclings other most famous activity in Sheeps Meadow. Please bring 7 to 8 dollars in exact change. Rain or temps below 30 degrees cancels.

### SATURDAY, JULY 2ND

**A/B 70-80mi Happy Birthday, America!! 8:00 a.m.**  
Leaders: (A) Christy Guzzetta & (B) Liane Montesa/Margaret Cipolla. (212) 595-3674, (212) 534-5736, (718) 275-6978. From Fifth Ave & 72nd St. Separate A and B routes to the West Point Weekend. Don't forget your baggage if you're going. Don't forget your Metro-North pass if you're not.

**B16 85mi Jones Beach 9:00 a.m.**  
Leader: Peter Matusenitch (718) 951-7431. From Grand Army Plaza entrance to Prospect Park (2,3 to Grand Army Plaza; D to 7th Ave.) Fastest way out via south conduit; Veg out in the sun; slower route back thru the Rockaways. Bring 2 water bottles; swim suit and a lock. (bike parking area is secure). Rain cancels.

**C12 ??mi Leaderless C Ride 9:30 a.m.**  
Leader: You. (212) YOU-LEAD. From the Boathouse. Where the wanderlust leads you! Rain cancels.

### SUNDAY, JULY 3RD

**A21 75mi +/- Trotting to Goshen 9:00 a.m.**  
Leader: Jeff Vogel (718) 275-6878. From the Hotel Thayer, West Point, N.Y. The weekend trip is probably booked solid, but you can still come up for the day to join us on this rolling ride through Orange County to historic Goshen.

### A19 115mi The Catskills

Call Leader for start time. Leader: Irv Schacter (212) 758-5738. From the Boathouse. About 6000 feet of climbing over 4 mountain passes. Mohonk, Peekamoose, Sampson, and Ice Caves. Call leader for instructions. Metro-North pass required. Rain cancels.

**B17 60mi Leaderless Holiday Ride 9:00 a.m.**  
Leader: Whomever's left in N.Y.C. 1(800) LEA-DERS. From the Boathouse. Where would you like to go today? I don't know, how about you? Rain at start cancels.

**C12 ??mi Leaderless C Ride 10:00 a.m.**  
Leader: You (212)(718)(516) 976-LEAD. From the Boathouse. What bedevils you to ride this day - Enjoy the quiet & wonderful weather. Sleet and rain cancels.

### MONDAY, JULY 4TH

**B14 50mi Who's left in N.Y.C. 9:00 a.m.**  
Leader: Whomever's left in N.Y.C. (212) 555-LEAD. From the Boathouse. Where would you like to go today? Ditto. Rain at start cancels.

**C12 ??mi Firecracker Leaderless C Ride 10:00 a.m.**  
Leader: You. From the Boathouse. Burn off steam & firecrackers with a bang up ride to someplace for a pleasant lunch. Sleet, rain cancels.

### WEDNESDAY, JULY 6TH

**A20 65mi The Real Route 8:00 a.m.**  
Leader: Jeff Vogel (718) 275-6978 From the Boathouse. Accept no imitations. Call in sick today and learn the real route to Pearl River! One stop at the 40 mile mark so bring pocket food and two water bottles. Rain or work cancels.

### FRIDAY, JULY 8

**B17 75-80mi Pre-Weekend Oyster Bay 8:30 a.m.**  
Leader: Damon Hart (212) 753-0204. From the Boathouse. Take in picturesque country estates on winding, tree-lined roads to the north shore. Picnic lunch at Sagamore Hill or Teddy Roosevelt gravesite/sanctuary. F train in Queens to return. LIRR pass for earlier bailout. Rain cancels.

### SATURDAY, JULY 9TH

**A20 50mi +/- Northvale 9:00 a.m.**  
Leaders: Don Montalvo & Elizabeth Maas (212) 307-7253, (718) 275-9569. From the Boathouse. The only pancakes today, are the ones we'll eat in Northvale. Flat routes out and back. Booth to break up the monotony and to get us back home. Rain cancels.

**A19 85mi Dutchess Delights 8:00 a.m.**  
Leader: Ron Grossman (718) 965-2168 From the Metro-North Station, Patterson, N.Y. Take 6:00 a.m. Harlem line from G.C.S. Don't let the early time deter you. This is a beautiful rural route through Dutchess County that's different from the one I did last summer. We'll head north and west on Quaker Hill, Deep Hollow, Shunpike, and lots of other traffic-free roads you've never

## Submission Guidelines

Call the Editor for guidelines and/or advance approval. All articles must be submitted on a 3.5 inch diskette plus hard copy. Advise operating system, software and your phone number. **Length:** A full page of type is 4150 - 6000 characters (750 - 1090 words). **Classifieds.** Two classified ads per member per year are free (up to 6 lines), additional ads are \$1.00 per 25 character line. Please send classified listings directly to the Editor.

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

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

**The deadline for the AUG Bulletin is July 12.**

## Club Rides (cont.)

heard of. Up to near to Columbia County line then south to Poughkeepsie where we'll catch the 4:19 train back to the city. Call leader to confirm. Metro-North pass required. Rain cancels.

### **A17 110mi Delaware & Raritan Canal (or Not Quite Princeton) 7:15 a.m.**

Leaders: Steve & Carol Baron (212) 595-7010. From the Boathouse. Be on board the S.I. Ferry at 7:30 a.m. This ride features a world famous boat ride, an infamous bridge, a shady waterfall, a mountain wildlife preserve, a historic canal, and a fast, flat return not on route 27. Call leaders to confirm.

### **B17 65+mi For Mountain Goats Only 9:00 a.m.**

Leader: George Tsugranes (212) 988-0689. From the Boathouse. Outgoing: River Rd., 9W, Ash, Tweed, to Rockland Lake. Return trip: 9W to 501 up East Clinton. Ride is designed for strong B riders. Those who wish to skip some hills can still meet group at Rockland Lake. Pacebusters and Sprinters welcome, but leader will stay with the main group and maintain advertised speed. Precip., 40% chance or greater chance of rain cancels.

### **B15 50mi Easy to Breezy (Point) 9:00/9:45 a.m.**

Leaders: Ron Heller & Peter Morales (212) 879-1167 & (718) 833-4370. From the Boathouse at 9:00 a.m. and 9:45 a.m. at City Hall. Come ride to the sea - cross Brooklyn. End at Breezy Point, Rockaways. Option to take subway home. Helmets required. Rain cancels.

### **C13 60mi Kensico Dam/Bronx River Bike Path 9:15 a.m.**

Leader: Sandy Gold (212) 222-4076. From the Boathouse. This is a leisurely ride on a path (shared with walkers/joggers) which follows the Bronx River and winds along through some beautiful, wooded area. Lunch under the trees. Ideal for hybrid bikes. Helmets, spare tubes required. In conjunction with TA. Rain cancels.

## **SUNDAY, JULY 10TH**

### **A22 55-60mi Iced Cappuccino II 7:30/8:00 a.m.**

Leader: Greg Worley (212) 498-5518. From the Boathouse/N.J. Side of the G.W.B. Ride to G.W.B. with Boathouse group or meet there at 8:00 a.m. (See July 3rd listing for details).

### **A21 80mi +/- "A Great Ride" - You Can Quote Us 8:00/8:45 a.m.**

Leaders: Rob Kohn & Jeff Vogel (718) 369-1237 & (718) 275-6978. From the Boathouse at 8:00 a.m. and Queens & Yellowstone Blvd's at 8:45 a.m. Come join us on this scenic tour of Long Island's North Shore. Jeff's here because he knows the roads; Rob's here to supply the quotes for Lou's next column. It's 40 miles to the first stop so two water bottles and pocket food are mandatory. Rain cancels.

### **B14 60/70mi Bedford/Armonk/The Scenic Rt. 8:45 a.m.**

Leader: Maggie Clarke (212) 567-8272. From Triangle Garden at Broadway & 200th St./Dyckman "A" Stop at 200/Dyckman. Let's meet for a tour of Westchester's manicured lawns and Connecticut's country estates. Destination depends on weather. We'll stop and admire the Kensico reservoir and dam on our way back. 60% prediction of rain; we will modify if it will be too hot.

### **C13 25+mi Wchestr. Cross Co. Fat Wheels 10:00 a.m.**

Leader: Dave Lutz (718) 624-0346. Meet at Dyre Ave. End of the #5 train. Some on road, some off. Some walking, some bike carrying and some improvisation. We will explore Westchester trails and hills with the exact route somewhat dependant on trail conditions. Bring lunch, there will be no stop to buy. Rain cancels.

### **C12 35mi+ Beach Bums 9:00/10:00 a.m.**

Leader: Don Passantino (718) 446-9025. From City Hall at 9:00 a.m. and Grand Army Plaza at 10:00 a.m. A leisurely or

speedy - as you desire - trip through Flatbush, Midwood, etc. to the beach at Belle Harbor - Bring swimsuit, towel, sun block, etc. - Change at Riis Park bathhouse. 4th year of this series in conjunction with 5BBC. Rain, etc. cancels.

### **C9 25mi Tell Your Friends 10:30 a.m.**

Leader: Jim Lane (212) 697-8942. Meet at Syosset LIRR station. A very leisurely loop, ideal for your friends who've never done a group ride and who have to walk up some hills. Stops: Sagamore Hill, Oyster Bay, Planting Fields Arboretum. Bring water, bring or buy lunch, helmets required. Joint with Sierra Club. Rain cancels.

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

**NYCC Meeting at O'Hara's  
120 Cedar St.**

**NOTE OUR NEW LOCATION!  
See back page for details.**

## **FRIDAY, JULY 15TH**

### **A/B/C 24mi Pizza Ride #4 6:30 p.m.**

Leaders: Jon Silvers & Mitch Yarvin (212) 794-4692 & (212) 769-2637. From the Boathouse. See July 1st listing. Rain cancels.

## **SATURDAY, JULY 16TH**

### **A20 80mi Ben's Farewell Ride 8:00 a.m.**

Leader: Ben Goldberg (212) 982-4681. From the Boathouse. It's been fun & I'll be back next summer. I've saved the best for last - Westchester (Armonk, Bedford, Croton Falls, etc.) We'll take Metro North home, so bring your passes. Rain cancels.

### **A19 100mi Contemplate Your Navel II 9:25 a.m.**

Leader: Ron Grossman (718) 965-2168. From Metro North Station, Beacon, N.Y. 7:55 train from G.C.S. A ride through Orange County on back roads. Start in Newburgh, south to Warwick, west to Port Jervis, north through Otisville, east to Goshen, end up back in Beacon for the 5:37 train. Last month's ride got rained out and all you brevet riders were doing the 400km. So c'mon out and get a mega dose of Vitamin C as in Cycling! Two food stops, Call leader to confirm Metro North pass required. Rain cancels.

### **A17 110mi Delaware & Raritan Canal (or, not Quite Princeton) 7:15 a.m.**

Leaders: Carol and Steve Baron (212) 595-7010. See July 9th listing for information. Call leaders for confirmation.

### **A/B River Road Time Trial 9:30 a.m.**

Coordinator: Ellen Richard (212) 505-0697. From the Boathouse. 8 Mile hilly time trial. Bring \$1 to cover the cost of insurance. Several marshals are needed, so please call and volunteer. Rain, wet roads cancels.

### **B17 45mi Kingsland Point Park II 9:30 a.m.**

Leader: Carlos Cardona (212) 581-2858. From 242nd St & Broadway, (last stop on the #1 and #9 trains). Very hilly 30 miles to lunch, so buyer beware! Gorgeous ride to North Tarrytown, second time this year! 50% chance of rain cancels.

### **B14 49mi Picnic in the Middle of the Hudson 9:30 a.m.**

Leader: Gene Vezzani (212) 875-1615. From the Boathouse. Here's a chance for C Riders to try a B ride at a comfortable pace.

## Club Rides (cont.)

We are off to Piermont where we'll visit the best kept secret around; a pier that stretches out into the middle of the Hudson River. We'll also stop at the farmers market where you can pick up some nourishment. Helmet and spare tube required. Rain cancels.

### **C14 32mi Piermont Pedaling Pleasure 9:30 a.m.**

Leader: Lisa Lager (212) 966-8624. From the G.W. Bridge Bus Terminal, Fort Washington Ave. at 178th Street. Take the A train to 175th St. stop. Beautiful ride through Bergen/Rockland counties. Doughnuts at the Closter farmer's market, followed by lunch in Piermont. 40% chance of rain cancels.

### **C12 35mi Baywatch, Wildlife and Nathan's 9:00 a.m.**

Leaders: Mark Masuelli & Carmen Perez (201) 860-9401 & (212) 628-8959. From the steps of City Hall. Jamaica Bay, urban wildlife refuge—tranquility—then on to Nathan's—something for everyone. Rain cancels.

## **SUNDAY, JULY 17TH**

### **A22 55-60mi Iced Cappuccino III 7:30 a.m.**

Leader: Jim Modula (212) 663-1420. From the Boathouse. The leader is magnetically drawn to the hills; consider yourself forewarned! (See July 3rd listing for details).

### **A20 70mi Is it Warwick or Waldwick? 8:00 a.m.**

Leaders: Jane Kenyon & Karl Dittebrandt (212) 662-1935 & (212) 477-1387. From the Boathouse. We'll head to the Colonial Diner in Waldwick, N.J. If you're looking for a change of scenery come on out. Now was that N.Y. or N.J.? Rain cancels.

### **B16 60+mi Eisenhower State Park 9:00 a.m.**

Leader: Mitch Yarvin (212) 769-2637. From the Boathouse. Exciting ride to Long Island's largest & most famous park. Please be prepared to carry lunch into park for picnic. Rain at start cancels.

### **C12 35+mi Beach Bums 9:00/10:00 a.m.**

Leader: Geo Carl Kaplan (212) 989-0883. From City Hall at 9:00 a.m. and 10:00 a.m. at Grand Army Plaza. A leisurely or speedy - as you desire trip through Flatbush, Midwood, etc. to the beach at Belle Harbor. Bring swimsuit, towel, sun block, etc. Change at Riis Park bathhouse. 4th year of this series in conjunction with 5BBC. Rain, etc. cancels.

## **WEDNESDAY, JULY 20TH**

### **A20 60+/-mi Wednesday Morning Spin 8:00 a.m.**

Leader: Jeff Vogel (718) 275-6978. From the Boathouse. Hopefully by now I will have someplace else to go besides Pearl River. I'm open to suggestions. Bring pocket food and two water bottles for this exploratory trip. Rain cancels.

## **FRIDAY, JULY 22ND**

### **B15 60-65mi Pre-Weekend Mamaroneck 9:00 a.m.**

Leader: Damon Hart (212) 753-0204. From the Boathouse. Easy trip to Mamaroneck, easy trip back. Even easier with bailout to C/D trains in the Bronx (knocks off 10 miles). Rain cancels.

## **SATURDAY, JULY 23RD**

### **A19 130mi Lake Candlewood 7:00 a.m.**

Leader: Ray Malecki (718) 426-7383. From the Boathouse. A scenic ride through Westchester and Connecticut. 6000 feet minimum elevation gain. Pocket food and 2 water bottles suggested. Metro-North pass required. Call Friday of ride to confirm. Rain cancels.

### **A19 105mi Century of the Month #7 8:00 a.m.**

Leader: Marty Wolf. (212) 935-1460. From the Boathouse. Shady ride to New Canaan Ct. Pocket food. My fav long shady ride for summer. Temps over 90 degrees, ride may be short-

ened. Prettiest long ride in CT/West. Rain cancels.

### **A19 50/60mi Rockland Roads 9:30 a.m.**

Leader: Richard Rosenthal (212) 371-4700. From the Boathouse. We'll head to Rockland for an unspecified number of hills. Picnic lunch if mother nature behaves. Rain cancels.

### **A18 65mi Rockland Lake 9:00 a.m.**

Leader: George Tsugranes (212) 988-0689. From the Boathouse. Outgoing: 9W to 501 via Closter Dock Rd. a short stop near Nyack before going to Rockland Lake. Return via 9W to 501 and then up East Clinton Rd. Precip., 40% or greater chance of rain cancels.

### **B17 50mi Kingsland Point Park 9:00 a.m.**

Leaders: Conrad & Judy Mayer (212) 535-2444. From 242nd St. & Broadway (last stop on the #1 or #9 train. A beautiful ride to Kingsland Point Park. Quick and hilly. May add a few more miles if it's not too hot and humid. Rain cancels.

### **MTB 35mi Croton Aqueduct Off-Road 9:00 a.m.**

Leader: Ed Ravin (718) 796-3137. From 242nd St. & Broadway, the last stop on the IRT #1 train. Use your fat-tire bike the way Nature intended/ gorgeous and inviting ride on the Croton Aqueduct trail, which follows N.Y. City's original water tunnel. Miles and miles of wide, level trails. No off-road experience necessary. Must have Metro-North permit for return trip. Downpour cancels- drizzles don't.

## **SUNDAY, JULY 24TH**

### **A22 55/60mi Iced Cappuccino IV 7:30 a.m.**

Leader: Rob Kohn (718) 369-1237. From the Boathouse. Kohn-man (the Barbarian?) leads the horde today. Join the fray. (See July 3rd listing for details).



**NOT JUST A STORE  
A RESOURCE!**

**8:00 pm every Wednesday night**

**Join us at our FREE bicycle repair  
and maintenance clinic.**

**TOGA 110 West End Ave (64th St) 212-799-9625**

## Club Rides (con't)

### A18 95mi Hill Heaven 7:30 a.m.

Leader: Carey Chu (718) 507-7140. From the Boathouse. Gate Hill, 7 Lakes, Perkins, Storm King. Over the Newburgh-Beacon Bridge. Train home from Cold Springs. Metro-North pass required. Rain cancels.

### A17 50mi "Take a Little Trip" 9:00 a.m.

Leader: Lawrence T. Ksiez (718) 478-0644. From McDonald Park, (Queens & Yellowstone Blvds.) No Muss, No Fuss. Out to Westbury, back before 3:00 p.m. Rain cancels.

### KB17 65mi Reservoir Run - East II 8:30 a.m.

Leaders: Fred Steinberg & Stephanie Blecher (212) 707-5204 & (212) 348-2661. From the Boathouse. New (almost), improved (hillier). One way to Brewster. Metro-North back. Pass & helmets required. Rain cancels.

### B14 40mi Brewster to Carmel 8:30 a.m.

Leader: Gene Vezzani (212) 875-1615. Meet at Grand Central Station, taking the 8:47 a.m. train. Enjoy the magnificent scenery as we spin through the rolling hills of Putnam County. We'll see Croton Falls reservoir, Lake Mahopac and the Middle Branch Reservoir. Metro-North pass, helmet, and spare tube required. Rain cancels.

### C12 55mi Battle of Bayville 9:30 a.m.

Leaders: Hindy & Irv Schacter (212) 758-5738. From the Statue of Civic Virtue E or F train to Union Turnpike & Queens Blvd. In this ride we battle our inclination to stay in our air conditioned apartments and head out for a glorious picnic on Long Island's north shore. Rain cancels.

### C12 35+/-mi Beach Bums 9:00/10:00 a.m.

Leader: Don Passantino (718) 446-9025. 9:00 a.m. from City Hall and 10:00 a.m. from Grand Army Plaza. A leisurely or speedy - as you desire. Trip through Flatbush, Midwood, etc. to the beach at Belle Harbor. Bring swimsuit, towel, sun block, etc. Change at Riis Park bathhouse. 4th year of this series in conjunction with 5BBC. Stop at Floyd Bennett Field for Clearwater Festival. Rain, etc. cancels.

## THURSDAY, JULY 28TH

### B14 ??mi Nyack 9:30 a.m.

Leader: Gene Vezzani (212) 875-1615. From the Boathouse. Not just another Nyack ride! This is a Thursday morning fun filled ride with a few new twists. Helmets and spare tube required. Rain cancels.

## FRIDAY, JULY 29TH

### A/B/C 24mi Pizza Ride #5 6:30 p.m.

Leaders: Jon Silvers & Mitch Yarvin (212) 794-4692 & (212) 769-2637. From the Boathouse. See July 1st Listing. Rain cancels.

## SATURDAY JULY 30TH

### A20 65+mi Hot Hills 8:30 a.m.

Leader: Steve Britt (718) 204-4970. From the Boathouse. We'll ride some back roads in Rocklands, find some good climbs, Pace some good rollers. Rain, temps. in the triple digits cancels.

### A18 70+/-mi Oxymoron Ride #3 (Slow A)-No Class Ride 9:00 a.m.

Leaders: Liane Montesa & Kevin Mulvanna (212) 524-5736 & (212) 595-1560. From the Boathouse. Show up in your tackiest riding outfits -really loud jerseys, worn out shorts, loud socks etc., for a classy ride to Pearl River. Low class weather cancels.

### B17 60mi Pre-All-Class Warm Up 9:00 a.m.

Leaderless and from the Boathouse. A ride to anywhere but Kingsland Point! Rain at start cancels.

### B14 50mi Pre-All-Class Warm Up 9:00 a.m.

Leaderless and from the Boathouse. A ride to anywhere but Kingsland Point! Rain at start cancels.

### C14 45mi Rockland County 8:00 a.m.

Leaders: Mark Masuelli & Carmen Perez (201) 860-9401 & (212) 628-8959. From the Boathouse. Roaming around Rockland County duck pond stop deli stop. Rain cancels.

### C12 20mi Biking/Tubing on Delaware River 9:30 a.m.

Leaders: Richard Fine & Ethan Brook (914) 429-5361 & (914) 425-2361. Point Pleasant Canoe & Tube. Pt. Pleasant PA. (7 miles north of New Hope - Route 32) Flat biking plus 3-4 hors tubing. Bring (or buy) lunch. Bathing suit, bike lock sun screen. Approx. \$15.00. Rain cancels.

## SUNDAY JULY 31ST

### A20/22 65mi All Class II - Kingsland Pt. Pk. 9:00 a.m.

Leaders: Mark Martinez & Mary Allen (212) 496-5518 & (212) 666-6844. Join us as we roll up to Tarrytown via some lesser-travelled roads with lots of shade. Deli stop in Valhalla, (Viking helmets optional). Bring a musette for carrying lunch 3-4 mi. to our picnic by the Hudson. Rain at start cancels.

### A18/19 80+-mi All Class-Kingsland Pt. Park 8:00 a.m.

Leaders: Amy Hanowitz & Steven Britt (212) 288-6324 & (718) 204-4970. From the Boathouse. We'll explore the hills and dales of Westchester County. We'll bridge a dam. We'll exercise early, then stuff our faces at the park. Nice, quiet roads on the way up, group return.

### B17 55mi All Class - Kingsland Park 9:00 a.m.

Leader: Carlos Cardona (212) 794-4692. From the Boathouse. Spiffy ride to our annual feast by the river. Rain at start cancels.

### B14 45mi All Class - Kingsland Park 9:30 a.m.

Leader: Jonathan Silvers (212) 769-2637. From Broadway and 242nd Street, last stop on the #1 or #9 train. Rain at start cancels.

### C12 40/50mi All Class - Kingsland Park 9:00/9:45 a.m.

Leaders: Gene Vezzani & Geo Carl Kaplan (212) 675-1615 & (212) 989-0883. From the Boathouse at 9:00 a.m. and 9:45 a.m. at the Woodlawn station, last stop on the #4 train. Rain cancels.

## OUT-OF-BOUNDS

### Training in Prospect Park

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

## JULY 21-24TH

The Annual L.A.W. Great Eastern Rally, Salisbury MD. See wild ponies on Assateague Island, cross Chesapeake Bay on an historic ferry, over 30 rides through Maryland's Eastern Shore at GEAR '94. Technical and leadership workshops led by experts. National Advocacy Conference featuring national, state, and local bicycling advocates. Contact the League of American Bicyclists, 190 W. Ostend St., Suite 120, Baltimore MD. 21230-3755. Phone (410) 539-3399. Fax (410) 539-3496.

## AUGUST 6TH

### Princeton Cycling Event

10,25,50,100 miles in the Princeton and Delaware River Valley area; scenery includes covered bridges; SASE to the Princeton Freewheelers, P.O. Box 1204 Princeton, N.J. 08542-1204 or phone (609) 393-1206.

**AUGUST 18-21ST****Boston-Montreal-Boston**

Organizer: Jeff Vogel (718) 275-6978. A beautiful 750 miles through Massachusetts, New Hampshire, Vermont, New York and Quebec. Over 30,000 feet of climbing. \$245.00 gets you meals at every checkpoint (50 to 75 miles), some accommodations, mechanical support, bag drop service, a jersey, a duffle bag and a great party at the finish. If you can complete this ride, it's the accomplishment of a lifetime.

**AUGUST 20-21ST**

Organizer: Jeff Vogel (718) 275-6978. So you don't think you're ready for the full 750 miles of Boston-Montreal-Boston? Try the Twin Centuries - 108 miles on Saturday and ride another 108 on Sunday with the returning B-M-B riders. \$100. (\$115 after July 1st) includes motel, dinner breakfast, snacks, arrowed course, a B-M-B souvenir duffle bag and a ticket to the B-M-B victory party at the finish.

**AUGUST 21ST****Tour of the Hamptons**

25,59,65,100 miles, 7:30 a.m. from Southampton High School. Flat to rolling terrain \$10 until 8/8 then \$12. Includes map, SAG, route markings, snacks, T-shirt; helmet required, SASE to

Massapequa Park Bicycle Club C/O Kay Page P.O. Box 231 Massapequa, N.Y. 11758, or call Gary Iorio at (516) 536-5152.

**SEPTEMBER 17-25TH****A/B+ 55 to 85mi daily BIKE ITALY!**

La Corsa Tours in conjunction with the League of American Bicyclists are sponsoring a 9 day van supported point to point tour in the Marche & Umbria regions of Italy. Nice Hotels, lots of delicious food, incredible & challenging cycling \$1699 plus airfare. Call Lori Vendinello or Howard Turoff for further information at (212) 353-9068. Possible October 1st departure date if sufficient interest.

**SEPTEMBER 17-18****By the Time I Get to Woodstock**

A few of us are forming a NYCC challenge team to ride the MS 150 Wheel & Rock to Woodstock bike tour the weekend of September 17-18th. Last year there were several A, B and C riders who got out their tie-dyes and made a pilgrimage to Yasgur's Farm, and even though we didn't find Sly or Jimi onstage - not to mention Wavy Gravy - a good time was had by all. This year with all the 25th anniversary hype the ride may fill up early, so if you're interested contact Rich Borow (212) 866-1966.

**FROM THE BOATHOUSE**

July 1, 1994 Thank you to Jane Kenyon for the great job she did planning Sheffield, and the All-Class Ride to Tallman on June 5. Over a hundred thirty members of the New York Cycle Club enjoyed great riding and a wonderful lunch at the park, thanks to Jane, and Herb Dershowitz, Judy Meyer, and Nick Pisculli who all pitched in to help. And a great big thank you to all those who helped with the clean-up afterwards. Shall we do it again next year?

We have had a wonderful response to our request for more ride leaders, and we hope that even more and more of you will sign up - talk to Larry Ksiez, Steve Britt, Mitch Yarvin or Barbara Julich if you have any doubts or questions. They'll be more than willing to help you plan a ride, and even have ready made routes for

**Geo Carl Kaplan**

you. Try it - you'll like it, and like the cover says - its sexy!

See you at Kingsland-Macy on the thirty-first for the next All\*Class Club Ride.

Over 80 members and guests attended the June meeting - the return to O'Hara's - and a good time was had by all. There were some glitches, and we are working with management to solve them. There will be more servers. O'Hara's was expecting 50 people. Next month they will set up for 100. The tables will be in a different configuration and there will be two tiered pricing. The veggie dishes will be cheaper, with increased portions. There will be more rolls, and in general things will improve.

See you at the meeting!

**CONNECTICUT COMES TO NEW YORK CITY**

All of you who have gone up to New Haven for our Connecticut Shore Rides are aware of the numbers of Connecticut Cyclists who joined us as guides and just to have fun riding with us. The Connecticut people were the ones who supplied us with the routes, and now its payback time. The Connecticut Coalition of Cyclists is coming to New York City via Metro North early Sunday Morning August 21, and they have asked us to help out with some rides in the City. Larry Ksiez, Caryl Baron, and Dave Lutz

have graciously agreed to work on this. They will need help in planning routes, maps and cue sheets, and they will need leaders - A and B and C, and riders who just want to go along for the fun. The rides will be listed as New York Cycle Club rides, and the more of you that participate the merrier. This is our opportunity to pay back the Connecticut riders for all they have done for us in the past. The only downside to this is that they will not have Pepe's Pizza for the ride home.





**\$\$\$ for Bikes**

How much do you know about ISTE (pronounced iced-tea)? ISTE is alphabet soup for Intermodal Surface Transportation Efficiency Act, which requires money to be spent for efficient modes of transportation such as bicycling. \$1.2 million has been allocated to build and enhance a 20 mile bike path around Jamaica Bay, the Rockaway beaches, and Kennedy Airport. Significantly, the National Park Service is very supportive of this and of the extension of the path to the Verrazzano and Outerbridge crossings, which would connect other areas of Gateway National Park. Gateway includes Jamaica Bay, Floyd Bennett Field, Fort Tilden, Fort Wadsworth and other Staten Island areas, and Sandy Hook.

Century Road Club is currently holding Tuesday night races at Floyd Bennett Field. It can be quite a thrill to ride flat out down the runway Amelia Earhart took off from! If you want to know more about this area, join one of the summer beach rides, or help NYCC host the Connecticut Coalition of Cyclists on August 21.

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# BLOWOUTS

by Lou S. Pokes

Unfortunately I'm going to start this column the way I ended the last one - with a few bad quotes. Again, from Rob Kohn, to Greg "Mongo" Worley, "Are you glad to see me, or is that a banana in your pocket?" And from Keith Goldstein, "They both look the same, especially from the back. One's a little wider but they both look good. Cars, women, bikes; they're all the same!" And how about this quote, the source of which will remain anonymous - "You never look at me, you only look at my bike." Or, when someone said that reflectors on her bike made it look "amateurish," Irv Welsman explained that "I've been an amateur for over 40 years!". And finally, Cathe Neukum really did tell us "Sometimes I feel I have to explain why we smell."

Scarsdale, of all the tony neighborhoods we ride through, is really trying to live up to its nickname of "Snobsdale". It seems that the deli we use on Palmer Avenue (I'm not sure but it may be called Frank's Deli - not to be confused with the Scarsdale Diner) charges \$1.00 for water. Not bottled water, but from the tap in the bathroom. I doubt they'll be nominated for "Best Deli" this year.

Congratulations to all the SIG graduates on the completion of the A Training SIG. The graduation ride was an A paced affair climbing every hill on both sides of the Hudson River. While the 100 mile ride was difficult for everyone it was especially tough for Marion Crowley and Dave Stern (no) who got lost and wound up with over 130 miles for the day. The rumor circulating that day was that they eloped during the ride! Thank you Ernie Yu, Paul Leibowitz, Herb Der-showitz and the rest of the SIG leaders for adding 20 more riders to the A ranks. And thank you Theresa (Paul's yes) for supplying the champagne for the victory party on the hill after the graduation ride.

The S & M Club has four new members, Reyna Franco, Paul Janus, Kristi Roberts and Mark Segal. Oh, S & M stands for SIG graduation and Montauk on the same weekend!

With a small group this year, the Montauk Century was more difficult than usual, even though the tailwind finally returned after several years hiatus. With Rich Borow, Ben Goldberg and Julio Medina powering the A Train, it looked like they were on their way to a record finish when the small group size finally wore them down. Even so they landed in Montauk at a very respectful 1:30 pm, with plenty of time to recuperate before the 3:00 pm party bus home.

The SIG/Montauk weekend was followed by our annual Memorial Day Weekend extravaganza in the Berkshires. Saturday's ride showed how small the world really is when you ride a bicycle as the Sheffield crowd coincidentally ran into Ray Malecki's 200 mile ride from the Boathouse to Bennington, Vermont as they passed through southern Massachusetts. Tara Crowley, Karl Dittebrandt and Jane Kenyon took turns pulling a very appreciative (and very tired) Jim Babbitt northward. The two others who completed the 400 mile weekend were John Becker and Miguel Villaro.

Sunday's Berkshire ride showed what testosterone poisoning can do as the guys on the A ride hammered each other into the ground and then opted for a short cut before climbing Bash

Bish, while Mary Allen and Allison Holden did every inch of the route. Charlie Katz and Reyna Franco's (yes) ride also climbed over Bash bish although some of their riders had some unique ways of getting over the mountain. Mitch Yarvin may have had second (and third or fourth) thoughts about the old proverb "if at first you don't succeed, try, try again." It seems that after a short rest break during the climb, Mitch tried to get started again but couldn't get his second foot clicked into the pedal and fell over. He tried again and the same thing happened. It happened a third time too. Finally, on the fourth try he clicked in and flew up the hill. Christy Guzzetta's adage about "no hill is too steep to walk up" took on new meaning as Margaret Cipolla had to take off her shoes to get traction on the steep, sandy surface.

Some people had such a good time they couldn't leave. Stephanie Davis and Fred Steinberg (yes) and his maps (yes) stayed until Tuesday searching out one more perfect road.

And thank you Rachel Spevack and Cliff Kranish (yes) for spending the second half of your honeymoon with us in the Berkshires. The only question is, now that Rachel and Cliff are

back in the city living in Cliff's apartment where am I going to live? (Check your rosters to see where Lou's address was.)

The big news out of Sheffield is that Sherri Gorelick and Don Mikkelsen (yes) announced their engagement. Congratulations!

Also congratulations to Molly and Dave Regen on the birth of their daughter Avery Nash on May 18th.

Don't you just hate people who take six months off, roll out of bed and ride like they're in mid-season form? Well, Donna Slattery entered her first ever time trial in Erie, Pennsylvania, having ridden a grand total of

250 miles for the year. She finished sixth out of 114 women and first in her age group, all without aero equipment. It's not fair!

Also riding well is Jim Greene, who set a new course record by riding the Maryland 300 kilometer brevet in under 11 hours. This tough course didn't have a flat section longer than 100 yards! Among those finishing behind Jim was Bicycling editor Ed Pavelka.

My apologies to Tara (Bam-Bam) Crowley for slightly exaggerating the story about not changing her own flats last month. But Bam-Bam, who changed your flat in Sheffield?

And finally, the story of how Bill Strachan planned his own demise. It seems Bill was on a Transportation Alternatives ride and suggested a prettier route to the leader. They all agreed to try Bill's route, over Whippoorwill, and to regroup at the top at the Country Club. Bill then told them about the dangerous descent and proceeded to lead them down the hill. Unfortunately, Bill didn't follow his own advice and slid out on a sandy turn and into an oncoming car. Fortunately he wasn't seriously hurt but his bicycle was unrideable. Since this was a motor vehicle accident, the driver was required to exchange insurance information with Bill, but she refused. However she did offer to drive Bill to the train station. So our Road Bozo this month is not Bill, but the driver who could be charged with leaving the scene of an accident - with the victim in the car!

**Congratulations to all the SIG graduates on the completion of the A Training SIG. Thank you Ernie Yu, Paul Leibowitz, Herb Der-showitz and the rest of the SIG leaders for adding 20 more riders to the A ranks.**

## No Tech Tips

by Bob Moulder

### Slinging Mud

I had hoped to hold out a little longer before tackling any ATB topics, but mountain bikes aren't all that different from other bikes, and some rather obvious items just keep jumping up. So you veteran knobby riders don't snicker too much — indulge me while I point out some stuff for other dirt newbies like myself.

### Flush the elegance

Good road bike riding is characterized by silky smoothness. Good mountain bike riding isn't. The varied and numerous obstacles and kinds of riding surfaces require lots of body english, scooting around on the saddle, crunching gears, and heave-ho-ing and yanking the front and back ends of the bike. All manner of flora — and even some fauna — will wind up tangled in your chain rings, derailleurs and spokes, especially if you ride with Ray Malecki. You'll fall a lot, too, and you'll learn to appreciate slow speeds, low top tubes, helmets, and maybe shin guards. Nope, it's not at all like road riding.

NYCC's Don Montalvo recommended to me, and I recommend to you, a good book to help us learn about ATB riding techniques. *Mountain Bike!* by William Nealy is informative and humorous, with step-by-step illustrations of all the tricky maneuvers.

### Forks to eat with

One of the first pieces of advice I got from NYCC dirt people Herb Dershowitz, Beth Herman and Barry Shapiro, was to get a bike with bump-eating front suspension, which in my case was a Manitou elastomer fork. Having never experienced the unique displeasure of riding a rigid fork over really rough stuff is, I have been assured by these vets, perfectly okay. My reading has confirmed that rear suspension designs for cross-country riding are still shaking out, but front-end designs are pretty much dialed in. On rough trails I almost always notice non-sprung riders lustfully eyeing my Manitou.

Something I figured out all by myself is that you should install shock boots on

your pogo fork. I didn't at first, and after very few rides I could see dirt building up on the lubricated area where the top of the fork slides into the lower leg. This creates a sticky "shellac" that can cause damage to the seal between the upper and lower leg sections which, in turn, permits water and dirt easy entry to the delicate innards.

### "Captain! Our shields canna take any more!!"

The usual technique for riding over a log involves popping up the front wheel and "walking" the bike over the log with the teeth of the big chain ring. If you do this often enough you'll eventually bend a chain ring, so you might want to do what one of Beth Herman's friends suggested to me: Bend them back as straight as you can with an adjustable wrench, and start a chain ring fund. From my relatively brief exposure to the sport, I would also recommend starting a brake pad fund, a rim fund, a rear derailleur fund, a frame fund, etc. A good medical insurance policy isn't a bad idea, either.

### Slip-sliding away

Many ATB's come with a quick-release seat binder as standard equipment. They're supposed to allow you to lower your seat quickly for steep, technical ("gnarly," in fat-tire parlance) downhill, but I have never seen anybody I've ridden with use them for this purpose. What I have seen and experienced often, however, are slipping seatposts. After trying a different brand of quick release and encountering the same problem, I put an end to it by installing a regular seat binder bolt. Control Tech makes one that uses a 5mm Allen-keyed, titanium bolt with an aluminum bolt collar and nut.

A potential problem arises when you tighten the bolt — the faces of the seat collar tilt inward and force the bolt to bend (unless your seat collar is designed better than mine, as it probably is). This can be alleviated by grinding a very slight bit of angle into the surfaces of the aluminum bolt collar and nut where they contact the seat collar. (Hold the nut/bolt collar with Vise Grips and use your drill

mounted mini-grinder.) The bolt collar and nut will then have a "high" and a "low" side which will compensate for the inward tilt of the seat collar. (In nearly all instances the "high" side should face the rear of the bike when installed.) I put a little index mark adjacent to the "high" side so I can tell which side is which. Also, a hacksaw with a good blade can be used to trim off excess material from the Ti bolt. It just takes a little longer...

### Flossing granny's teeth

Keith Goldstein, another NYCC buddy, suggested that I replace my 26-tooth small chain ring with a very granny 22 so I could get up super-steep stuff. I installed the Avid Micro Adapter and 22-tooth steel chain ring on my Shimano crankset, and although Avid recommended combining it with a 34-tooth middle chain ring, it works just fine with the 36-tooth ring my bike came with. With the resultant 20-inch low gear, power becomes a secondary issue to traction as I grunt my way up those mean little pitches.

This wonderful granny ring turned out to be the source of my first mountain bike mechanical mystery. I suddenly developed a severe chain skip whenever I used the granny ring, and it felt and sounded just like the skip usually associated with the well-known worn cog/new chain syndrome. For several rides I fiddled with the derailleur and cable... No luck. I installed a new chain... Zero effect. I put on a new cog set... Nuttin. Finally, I got down on the floor and turned the cranks hard by hand. Ah-HAAA!! The chain wasn't skipping in the back — it was skipping in the front, and a close look revealed that the chain hadn't settled completely on the chain ring. After removing a few small sticks that had become wedged between the granny ring and the Micro Adapter, it worked perfectly. I know, it sounds so stupidly simple, but just ask Herb, George and Kristi...

And then there are cantilever brakes to write about, but that's a whole other column.

## Share your love of cycling...lead a ride!



# Cogzilla!

by Peter Schug

## Better too many gears and too few hills than too many hills and too few gears.

Once upon a time I was a normal rider with a 13-23 freewheel on the rear and 52-42 tooth chain rings on the front. Also, once upon a time I weighed 155 and was 30 years old.

Two years ago I started riding after a ten year layoff. My weight was up to 212. Visiting a retired friend in Vermont I had to keep stopping to catch my breath as my pal (10 years my senior) hopped from rock to rock like a mountain goat. All I could think of was people I knew who had heart attacks! That, and a case of chronic unemployment, prompted me to get back on a bike.

One of my first NYCC rides was to Nyack (Where else?). On the way home we (or should I say everyone else) did Booth. As I ground to a halt in my 42-23 granny I shouted "Catch you on the next flat," to a passing rider who seemed to be sprinting up the hill. On returning home I ordered a 12-26 freewheel and a 39 tooth chain ring.

I was okay on the flats unless I was with serious hammerheads but going up the slightest grade I would find myself falling behind. One day Alan Cohen and Don Montalvo were discussing the Mt. Washington hill climb (13% average grade!). Alan was talking about his triple crank and someone named Irv. A week or two later Andrea Goodman passed me on a hill. I was standing and pulling against my handlebars, struggling to keep the cranks turning. Andrea's cadence was around 70 and she was sitting. Andrea had a triple crank! I ordered a triple crank and a bottom bracket to go with it. When I got the parts I zipped over to my friend Hanley's place to install everything. Hanley had a spare long cage rear derailleur and a wide range front derailleur to handle the greater range of teeth. He also had a 54 tooth chain ring I couldn't talk him out of.

It was winter and between roller rides and temping on Macs doing DTP I had enough money and time to read the catalogues and gather goodies for the upcoming season. From Loose Screws, an outfit in Oregon that carries just about everything currently made for bikes, I ordered 54, 36, and 24 tooth chain rings and a set of cogs running from 12 to 32 teeth.

First nice spring day Hanley called and invited me to Bear Mountain to do a loop north to the Newburgh Beacon bridge, south on 9D and back across the Bear Mountain Bridge. The first test of my new triple was climbing Perkins, which I did in 24-32 for the pleasure of spinning on a hill. Just before the top Hanley sprinted past me hollering "I won!" I responded by trying to sprint in the 24-32 and was rewarded with a wheelie!

The next test was Devil's Kitchen. I did the climb in 24-32 and watched everyone else disappear up the hill. I made it to the top with a three minute stop caused by getting wildly out of breath trying to pick up the pace. No matter what gears you use, climbing is work. Right after lunch my chain popped off when I tried to shift to the granny chain ring. There were two lessons in that. One, with such extreme gearing the shift to the granny chain ring can only be done in the granny cog, otherwise there is too much slack in the chain and it is liable to bounce off the chain ring. Two, when that happens the chain can (and often does) get jammed between the bottom bracket shell and the crank. I also discovered the awkwardness of having too small a middle chain ring. For normal speeds on the flat I had to shift between the middle ring and the big ring almost more often than I shifted the rear! When I got home I sat down

at my computer to find a middle ring (44) that would work better on the flat. Here is a good rule of thumb: pick a middle ring that allows you to use the middle cog comfortably on the flat and in slight climbs. My middle cog, middle ring combo is now a 74 inch gear.

One of the joys of having a 24-32 granny is being able to catch your breath while climbing. I'm still way overweight, but I no longer walk up anything. I did Booth not long ago and it was just a steep hill that slowed me a little. I was the last one up, but not by much and I didn't need a break when I got to the top. I am able to shift out of my granny and keep truckin'. On the negative side, shifting to the 24 tooth chain ring is still risky. I've shifted successfully and had the chain pop out on a bump. The biggest problem is the huge jump from 44 to 24. No matter how carefully I do the shift, sometimes the chain bounces and pops out of the 24. Part of the problem is that the chain is long enough to go around the 54 tooth chain ring and the 32 tooth cog. I'm afraid to use a chain short enough to jam if I make a mistake shifting, and I don't want to give up my 54 tooth chain ring. I like going fast down hills!!!

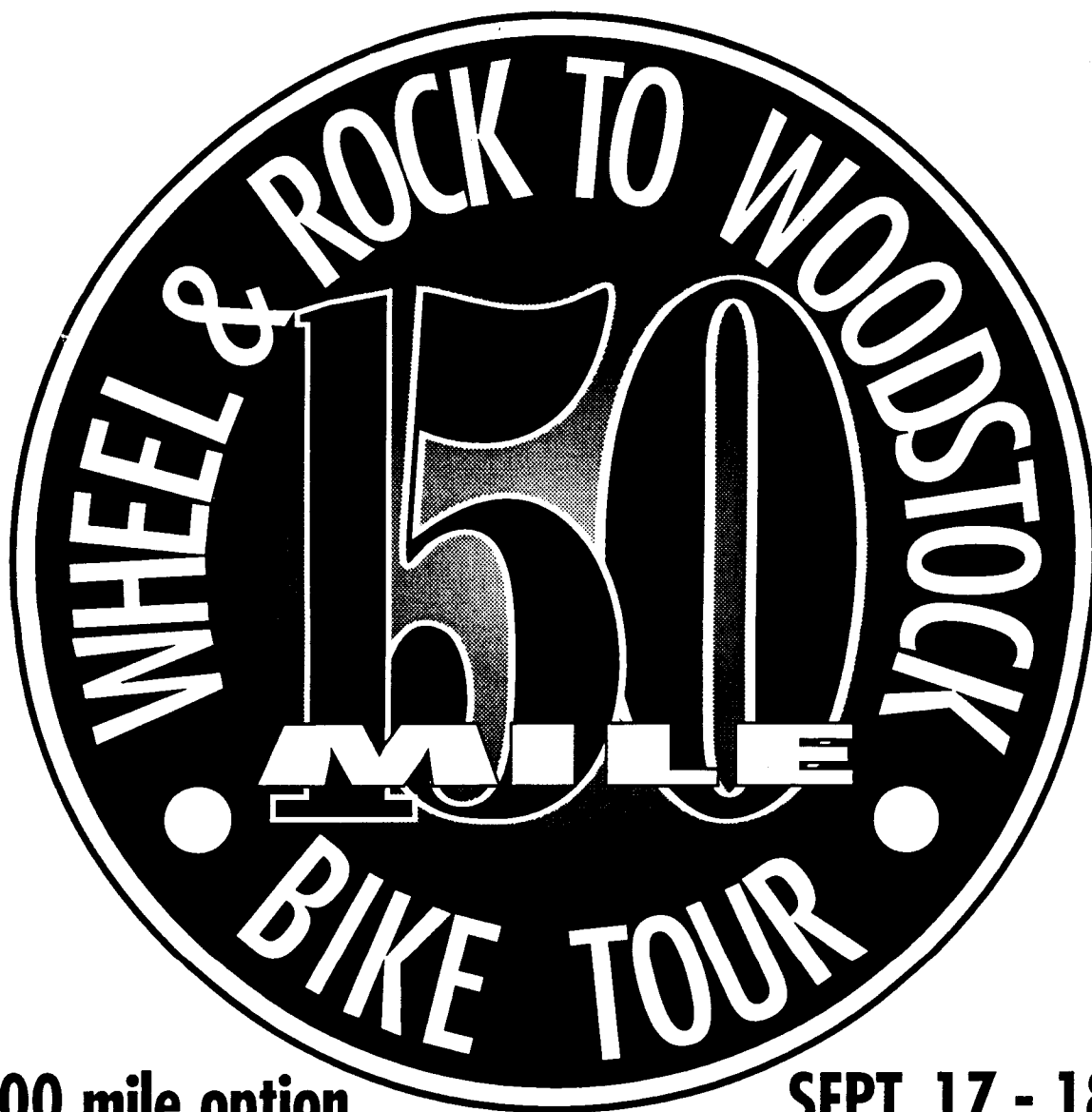
In one of the mountain bike magazines I found an adapter that allows you to use rear cogs (Suntour cassette variety) in place of the former inner chain ring. Wonder of wonders, you can put two cogs on one of their adapters! That's a total of four chain rings! I ordered one post haste, complete with 34, 24 and 20 tooth cogs. It can take as small as a 16 tooth cog! 16 tooth? Well, if it's good to spin on the flats, why shouldn't it be good to spin up a hill?

The installation had some minor problems. The adapter hit my frame before I had the crank fully tightened in the bottom bracket. I called Gios, the manufacturer, and they suggested either installing a 127.5 or shimmying my 122.5 mm bottom bracket with a cassette spacer. A few minutes with some sandpaper to thin the spacer to fit and the adapter now clears the frame. Next hurdle was that my front derailleur couldn't quite handle the range. I loosened the adjusting screws to the max, but that wasn't enough. A little examination of the derailleur and I could see where some minimal filing would buy me the range I needed. Ten minutes later I was on the street trying it.

What did I gain? My range is still 54-12 to 24-32. In the 24 I can only use the two biggest cogs. With the 34 I have a full range of low gears. The shift from 44 to 24 is in two safer stages and, because the right crank assembly is about 8mm wider than before, it is no longer possible to jam the chain between the bottom bracket and the crank. Now that I know it can't jam I may risk trying to get it back on with the front derailleur while riding.

I now have more gears on one bike than anyone in the club. (I think.) I learned a lot getting all this stuff working and I've developed a few opinions. My rear cogs are close ratio from the middle cog out and ever wider ratios from the middle cog in. Each step to a lower gear is a bigger percentage and greater relief than the one before. In the other direction the close ratios are very appropriate for adjusting cadence while travelling fast. The 54 is strictly for down hills, but when I get into it it's very exciting. The 34 was intended just as an interim shifting step, but turns out to be really great. I can even maintain a fast pace on the flat using it. It is more useful than the 24, but the 24 is essential as a last resort. I probably will always need it. I am losing weight, but despite all efforts I am not getting younger!

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## Media Watch

On the April 21st episode of "The Simpsons," Homer tried to get rid of a trampoline but couldn't...whereupon the ever-wise(ass) Bart suggested he lock it to something with a bike lock and count to five.

On the April 29th "Late Show with David Letterman," a quiz bit was based on film shot at the New York Auto Show of a 4WD vehicle with a bike rack and two bikes on top of it. Dave's multiple choice quiz offered: The owner is (A) An avid outdoorsman; (B) Going on a vacation; or (C) Has just run down two bike messengers. The audience howled and screamed its delight.

A sports segment of the 11:00 news on WABC-TV had film clips of sports wackiness under the rubric of "Out of This World." Among the clips was that of some dude careening down a snow-and-ice covered mountain summit on an MTB, barreling head-over-ass, tumbling, tumbling, tumbling. Cut back to the news desk: grins and mirth all around.

Name three things wrong with the bicycle scene in Stephen King's "The Stand" (May 10th). Answer: (A) The riders were not wearing helmets; (B) One of the riders acted as though he was completely winded...after coasting downhill; (C) The cyclists accepted the offer of a ride in a truck that was going the opposite direction from the one they had been riding.

On May 25th 17-year-old Jerome Nisbett was sentenced to the maximum term for murdering a drama teacher in Prospect Park in the course of stealing his bike a year ago. On April 30, the New York Post and the New York Times ran a picture of a dead bike messenger who was killed on Sixth Ave. and 22nd Street. A couple days later a picture in the Times showed bike messengers conducting a vigil/demonstration at the site. (The May 28 Times ran an article reporting bike messengers in Washington D.C. may join the Teamsters Union in order to get health and other benefits.) The hit-and-run killing of a 14-year-old cyclist in Woodside, Queens was widely reported on May 9. The May 17 NY Post carried an article about the arraignment of the driver, Angel Morreno, who had a previous DWI. He was released on \$750 bond.

In another incident, the April 28th New York Times reported driver Steven Ortiz was sentenced to four years for hitting, mutilating, and dragging a cyclist ten blocks. (The cyclist fell free only when Ortiz slammed into another car.) Ortiz was allowed to plead guilty to first degree assault rather than stand trial for attempted murder, drunken driving, driving with a suspended license, etc. Interestingly, the judge who sentenced him was Harold Rothwax who has a reputation as a harsh judge and a tough sentencer and who, at least as of a few years ago when he was in his 60s, commuted by bike to the courts from the Upper West side. One day, while en route to presiding over the Lisa Steinberg case, he was sideswiped by a car and showed up in court with both his arms in casts, the result of two broken wrists. Maybe sentencing guidelines barred his giving Ortiz a sterner sentence....

The May 15 Times background piece on Judge Stephen Breyer, newly nominated for Justice Harry Blackmun's seat on the Supreme Court, mentioned he bikes to court every day. When he was brought to the White House last year to be interviewed for Thurgood Marshall's seat he was recovering from broken ribs and a punctured lung suffered in a bike accident.

The March issue of Avenue contained a piece on Times street fashion photographer Bill Cunningham that mentioned he had recently been knocked off his bike and put out of commission by a truck. That created a big problem for the fashion industry since he plays an important part in it. It also men-

## By Richard Sanders Rosenthal

tioned "churlish doormen who deflate his tires," and the fact he's now on his 25th bike, "a cheapie" because all the others have been wrecked or stolen."

Mark Martínez read the results of a stage of the 21-stage Vuelta (Tour of Spain) on the back sports page of El Diario which was being read across the bus aisle from him by a fellow traveler. Actually, El Diario reported on it every day. The Times bestirred itself to (peculiarly) print (only) the results of the third and fifth stages and not even the final results. It's thus far been silent on the Giro (Tour of Italy). Throughout the Tour DuPont the Times misspelled the name of the eventual winner, Ekimov, "Yekimov." Covering the race for the Times was Frank Litsky whose son, Charlie, died last year at the age of c. 34 following a heart attack. Charlie was a bike racer, announcer, and race promoter who, a few years back, accepted an invitation to speak to a NYCC meeting "sometime."

USA Today continues to far outshine the Times in its bike racing coverage. Better yet is America Online, the computer online service, with descriptive same-day reports of the major US and European races...and, as Grace Lichtenstein reported in the April NYCC Bulletin, a huge amount of other cycling stuff.

A Times editorial on May 1st urged support for its Fresh Air Fund that raises money to send inner-city kids to the countryside for a few summer days. It mentioned mountain biking as being among the joys awaiting youngsters outside the city.

"Nightline" on May 3rd showed a pathetic stream of refugees fleeing Rwanda by foot. Among the thousands were (only) three with bicycles. Curiously, they were being walked, not ridden.

You can be excused for thinking the May issue of In Traffic was the work of the NYCC. It contained articles by club members Mark Martínez, Peter Meitzler, Bob Moulder, and, getting away from the "M-Boys," Christy Guzzetta.

Christy was said by Transportation Alternatives, in its April fund raising party invitation, to be president emeritus of the NYCC. Does that mean Ronald Reagan is president emeritus of the United States? (He isn't.)

Increasingly, I'm coming to think "Up and Back" describes not a bike route but the way bike helmets are worn by mindless models or directed by mindless photographers to be worn. The latest such case is in a brochure for Club Getaway, sent in by NYCCer Paul Sullivan. A photo shows five cyclists with gushing grins that border on the ecstatic. Maybe dehydration leads to such near ecstasy, as the bikes the club makes available—at least those pictured—have no water bottle cages on them.

A half-page ad in the May 11 NYT argued for the admission of Taiwan to the United Nations. The illustration in the ad pictured a tandem for eight riders but one was missing. The seven riders, each representing a different nationality, were shown struggling uphill together.

NYCCers Jeff Vogel and Charles Komanoff were mentioned in one of the three articles about cycling in the May 15 Times. This one was by Bruce Weber who spoke at the March NYCC meeting. Another article in that day's paper was about biking to work. It was accompanied by a picture of cyclists in front of the Transportation Alternatives office which the Times incorrectly captioned as being in Brooklyn. It's actually on St. Marks Place.

Jeff reported hearing on WCBS talk radio the rantings of an Art Athens who inferentially ridiculed the new bike lane on Lafayette Street. Jeff also reports reading in a Rockland County paper Piermont is putting some of its cops on bikes. Let's hope so: then, maybe, Grandview might repave its pocked road.

## 10 Tips for Newcomers

by the Old Crank

1. Wear a helmet that fits well, securely fastened under your chin.

2. Drink before you are thirsty and eat before you are hungry. Sports drinks like Gatorade and sports bars like Powerbars are great. If you find you are getting tired or irritable, eat. You'll feel better in ten minutes - I know its hard to believe this when you are tired and irritable, but it works.

3. Make sure your seat height is correct. With the pedal down, your heel should rest comfortably on the pedal with your leg straight.

4. Gearing - this is the part you've been waiting for. I'm suggesting that, as a newcomer, you should use only 8 of your 21 gears, but use them often. The shift lever on the left operates the front derailleur that controls the front gears, the chain rings. The shift lever on the right controls the rear derailleur, which controls the freewheel. If you have three chain rings, shift to the middle ring; if you have only two (a racing bike) shift to the small ring. Then, for a few rides, you'll use the right shifter only 95% of the time. Shift to the small chain ring to help you up the mountains. Once in a while you may want to go faster than the middle ring allows; then you'll shift to the big ring - but why pedal on the steep downhills? Remember that small in the front is easy riding. Big in the back is easy riding. Don't be afraid to look down for a second to see what gear you are in. (Maybe half a second). Why do the manufacturers put all those other gears on the bike? To allow subtle changes in spin (which require double shifting), and, of course, to sell you something.

5. Almost all riding should be done seated. Practice shifting to an easier gear instead of standing up and grinding your knees. Practice sitting and shifting to an easier gear instead of sitting and stomping. Riding shouldn't be hard work, and you will go faster spinning than stomping. Standing occasionally is fine, it is a good change-of-position. But think of pedaling while standing as dancing.

6. In addition to water and food, carry a map, a pen with red ink to draw lines on the map, a rain jacket, a pump with the right connection for your valves, a spare tube, tire levers, a patch kit, and get a lesson in how to use all of these things. I

also carry a handy wipe for my fingers after changing that back wheel flat. Sun tan protection is a must. Don't forget identification, money, and a few tissues.

7. Other things to carry can include a spoke wrench, some hexes (allen keys), freewheel tool, a musette bag for lunch, a small crescent wrench, a Swiss army knife, an American express card, and a half-dozen bike passes for emergency transportation. I almost forgot: a visor to keep the rain off your glasses. A small lock and chain. A bungee. Stop loading up before you need a side car.

8. Carry all this stuff in an under-seat bag. Handlebar bags are like riding with a brick wall in front of the bike. Back packs aren't much better. A small hip bag is OK, if you must. The bungee above is to fasten the extra morning clothes under the seat bag in the afternoon. Personally I have 17 varieties of underseat bags. I don't know why.

9. What do you put your under-seat bag under? A comfortable saddle (you can call it a seat). My wife and I have both found, after some years, that slender is better than wider. Less padding is often better than more. Your arms should be carrying part of your weight, and your feet will do the same. When buying a new saddle, I test it by putting it under my butt, one hand in front and one in back and I pull up to equal the pressure and angle of riding. It is easy to judge the relative comfort of different saddles this way. And I only look stupid for a minute. (I've never asked to take a saddle into the fitting room....). Seats also move forward and back, and this adjustment allows you to change the reach to the handlebars.

10. I bike with gloves for comfort on the handlebar and in case of a fall. I use a rear-view mirror on my helmet to see if my companions are close behind (when they aren't far in front). And I love my computers that tell me lots of things, mostly speed and distance.

11. (Well I just couldn't stop). Don't believe that old line about how you never forget how to ride a bike. You may remember how to balance, but biking is like sex, there is a lot to learn to do it well, and the better you do it, the more fun you'll have. Practice makes perfect.

## Bicycle Adventure Club

For those of you who love touring, the Bicycle Adventure Club is one you might like to know about. It's a non-profit corporation which offers 35 tours each year in the US and overseas. Tours are led by volunteer leaders. On domestic tours, participants pay actual tour costs plus fifty dollars to cover organizational costs. On overseas tours, participants cover the leader's expenses. Tours typically cost \$25 - \$50 per day, excluding meals for the US, and \$65 - \$95 per day including breakfast and dinner abroad. On most tours there is a sag to carry luggage. For Most information, contact Bicycle Adventure Club, 3904 Groton St., San Diego, CA 92110, phone (619) 226-2175.

## QBx1 Bike & Ride

The NYC DOT has instituted experimental bike rack service on buses which cross the Bronx-Whitestone Bridge. Each bus has a rack which is capable of carrying two bicycles, on a first come, first served basis. If there are already two bicyclists waiting, you must wait for the next bus. Bicycles are NOT allowed on the bus. Buses run approximately every 30 minutes. The regular fare applies - there is no additional charge for this service. Cyclists must load and unload their own bicycle. Bicycles may be loaded and unloaded at 20th Avenue & Whitestone Expressway (Queens) and Lafayette Avenue & Hutchinson River Expressway (Bronx) only. Look for the green Bike & Ride signs posted on the bus stops at these locations. This is an experimental program, subject to change without notice. For more information, call (718) 445-3100.

**CHILDREN UNDER 14 ARE NOW REQUIRED BY LAW TO WEAR A HELMET WHEN CYCLING**

## Colorado Cities

by Caryl Baron

Boulder has been a mecca for runners and cyclists for about a decade. During my short stay there in September I began to understand why. I approached Boulder from the mountains, driving along Boulder Creek down narrow Boulder Canyon. As I neared the city limits, I saw cyclists and runners on two paths, one paved and one unpaved, paralleling the road and the canyon. This is the western extension of Boulder Creek Park, which runs in a long green ribbon through Boulder and provides not only a pleasant greenspace, but a recreational highway for hikers, runners, skaters, cyclists and even kayakers. Boulder Creek Park was designed long ago by Frederick Law Olmstead, but the city did not implement his plan until 1985. The bicycle/running/skating path works better in Boulder than it does in Central Park because the population density is less than in New York.

Other bicycle paths cross the park and constitute a network through much of the city. In riding around the city, I found that, unlike New York, everyone followed the rules and it worked! There are bicycle lanes on major streets and I found the road surfaces more consistent, so it was easier to stay in the bike lanes. Autos expect bicycles to adhere to the rules, and they are polite as long as you do. It all seems to work remarkably well.

I did, however, find the bicycle paths disturbing in that they positioned bicycles with pedestrians rather than with vehicles. As a pedestrian, I never got used to having bicycles whiz

past me on the sidewalk.

At the south end of Boulder is Chataqua, a nature preserve and cultural center. In addition to a restaurant looking out on the plains and serving wonderful brunches, there are hiking/running trails leading up the mountain to the base of the Flatirons, Boulder's trademark rock formation depicted on the label of one of the excellent local microbrews. It's not unusual to see deer, elk, or other wildlife here or in Boulder Creek Park.

The mood of the city is active, relaxed, yet efficient and sophisticated. Boulder is a university town, and has the vitality that comes with a large student population.

In Denver a big surprise awaited me. I unloaded my bike at my sister's in Englewood, south of Denver, and Sunday morning rode about 25 of the more than 100 miles of bike trails around Denver. I started on one that parallels I-470, a concrete path leading due west across the vast plains toward the Rockies. I then branched off along the placid, tree-lined Platte River and then along the Highland Canal. There are routes that take you anywhere in the Denver area, and many are along greenways. They are not all paved, and they are shared with runners, skaters, strollers. They are used for commuting and for recreation. How wonderful that these have been planned and actually built! How fabulous to ride on roads that are not booby trapped with potholes and steel plates and Con Ed trenches! New York may claim to have culture, but this is Civilization!

## Notes from the Mystery Bike Shop

by Anon D. Mechanic

Are you interested in how much money we make selling bikes?

Almost every manufacturer prints a suggested retail price approximately 50% above invoiced cost (=33% margin). A bike that sells for \$360 costs us \$240, leaving us \$120 gross margin. But that isn't profit. Observe:

Freight to the shop is about \$5. A good mechanic gets only about \$9 an hour but payroll and other employee costs bring this cost up to about \$18, and it takes a good hour to build an ordinary bike. (Future article: how we build a bike from the manufacturer.) Let's add 15% of retail, or \$54, for overhead, like rent, electricity, insurance, trash, buying tools, and paying the accountant. 15%, by the way, is on the low side. Although some manufacturers give us an advertising allowance, we can still figure 3% to 5% more out of pocket for advertising.

The salesperson on the floor who showed you the bike wants to get paid, too. He spent only twenty minutes with you, but he sells a bike to just one out of three customers, so you have to pay for the twenty minutes for each of those two other customers who didn't buy. If he gets paid the same as a mechanic, we can add an hour or another \$18 to the cost of selling that bike.

Oops, I forgot about unloading the truck, moving bikes to the storage room, checking off the bill of lading, and administrative time for ordering and keeping track of the inventory. About an hour for twelve bikes, all different sizes, models and colors, sounds right. (5 minutes per bike = \$1.50.)

My shop invites you back for a free checkup after you've ridden your new bike the first few times. Between sales time and mechanic, this takes about 45 minutes, so charge up another \$13. Speaking of charging, most bikes are paid by credit cards. Wham! 3% of not just \$360 retail, but also 3% of the sales tax, too! About \$11.

If you've been keeping track, we're way over \$360, the total retail price of the bike, and we're not nearly done yet!

bike	\$240	freight	\$5	mechanic	\$18
overhead	\$54	advertising	\$12	salesman	\$18
moving, etc	\$1.50	checkout	\$13	credit card	\$11
					total
					\$372.50

About one bike in 15 has a problem, such as a brake part that has been recalled, or a small part missing when we open the carton. Many of these problems are serious and time-consuming, such as replacing a bent spoke or trouble-shooting a derailleur that won't index smoothly. No one ever pays us for this extra work. Suppliers will never take back a bike and when they send you a new part, if they have one, tremendous time is wasted at every step of the way. Worst of all is our embarrassment when we tell you, the customer, that your bike isn't ready when you expect it.

Some bikes get scratched or damaged during assembly or while on display. Others bought two years ago still aren't sold. How about the bike that you rode around the block on your test-ride? It isn't damaged, but we both know that after six or seven test rides, the bike really isn't new any more. The extra loss on the lower selling price of all these bikes must be spread out among the bikes that we sell at full markup.

On a \$500 bike, the gross margin is bigger, but sales time usually increases, too. And whatever we make on the \$500 bike is offset by the \$199 bikes. By the time we top \$1000 retail, suppliers expect us to be custom builders, and simultaneously they cut our margin to below 30%. Customers often request switching components. If the supplier gives us one brand of seat or rim in the package and the customer wants a different one that costs the same, we wind up with boxes of semi-used stuff that we have to sell cheap or throw out.

So why are we in the bike business? Part of the answer is in the list of expenses above; we didn't make any profit, but we did cover part of our overhead expenses. We also hope to establish a relationship with you for all the other services we provide. I dunno. Maybe we just love bikes.



## Minutes

### NEW YORK CYCLE CLUB BOARD MEETINGS OF TUESDAY, MAY 3, 1994

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

Absent: Jane Kenyon.

Geo opened a special meeting at 6:30 P.M. He noted that Jody Sayler had submitted her resignation as Vice President for Programs. Lori Vendinello was nominated for the position and unanimously accepted. Geo adjourned the meeting at 6:35 P.M.

Geo opened the regular meeting at 6:35 P.M. The board inspected the third floor at O'Hara's restaurant to consider its suitability as a meeting place. The minutes of the meeting of April 5 were approved with corrections.

Herb reported that there were 736 members as of May 2. He compared this to May 11, 1993 when the number was 587.

Reyna submitted the budget report. It was noted that a substantial portion of the budget for the Bulletin had already been

expended. It was the consensus that cost saving measures should be explored.

In response to Mitch's inquiry, Geo advised the directors that Mike Samuel was working on a club tee shirt. Tony Nappi is working on a banner for the hill.

Steve raised the question of a sponsored century. It was agreed that the club would sponsor a century in September, 1995.

The directors approved the selection of O'Hara's as the site of the next members' meeting by a vote of 7-3.

Mitch raised the problem of getting leaders for B-rides. Barbara suggested the club might be able to get new leaders by providing for co-leaders so that we might have a veteran and an inexperienced leader together.

Herb advised Caryl that the board had previously voted against a ride library. It was agreed we would have a program on ride leadership. The meeting adjourned at 8:40 P.M.

Respectfully Submitted, Conrad J. Obregon, Secretary

## Top Dog

Even if you're intently focused on hammering up 9W, it's hard to miss the whimsically painted blue and yellow Top Dog just past the State Line. Owner Khalid loves cyclists, and offers Gatorade and energy bars in addition to the obligatory hot dogs. Khalid's wife, ultramarathon runner Donna Hudson, had 15 year old high school student Jean Claude paint the truck with a fantastic parade of canine athletes. For her modest investment Donna got a topnotch paint job, and Jean Claude may have found a career.

## Re-Cycling

**Pogliaghi** 47cm. Columbus tubing, never ridden. Perfect for small to medium woman. One year guarantee. \$600. Call John (718) 225-6804.

**Davidson Impulse** 52 cm. road bike - Dura-Ace and Campy components. Also 18" **Trimble Mt. Bike** - Shimano XT components. \$800 each. Call Herb (212) 929-0787

**Cannondale** Hybrid in mint condition. Pearlized purple. B.O. over \$450. Call Lori (212) 353-9068.

## 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 July MEETING

T U E S D A Y, J U L Y 1 2, 1 9 9 4

**O'Hara's 120 Cedar St. – 1 block south of WTC**

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

Salad, rolls, choice of entrees, coffee \$14

**Come and learn how to stay healthy and injury-free through miles of cycling. Come hear a panel of health professionals discuss the benefits of chiropractic healing, proper bike fit, physical therapy, nutrition and related subjects. Guaranteed you'll feel better afterward.**

Indoor bike parking! or...subway

1,9 to Cortlandt St., N,R to Rector St.,4,5 to Wall St., E to WTC

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