

**March
1994**

NYCC Bulletin

WINTER RIDING...



"Well this one's a clear winner; it's so life-like. Look how the eyes appear to follow you. I wonder where the artist is..."

**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.)
Road Riding			
A	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	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
C	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 >
All -Terrain Riding			
ATB 1	Hilly to mountainous and single track riding (mountain bikes only)	Average speed will vary with terrain and rider experience.	
ATB 2	Rolling to hilly with some single track and trail riding (mountain and hybrid bikes)		
ATB 3	Flat to rolling, trails and roadriding (mountain and hybrid bikes)		

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

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

Address: Send correspondence to the editor:

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

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

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

Club Rides

SATURDAY, MARCH 5

A18 50mi Last Chance 8:45 a.m.

Leader: Steven Britt (718) 204-4970. From the Boathouse. As the title states, this your last chance to brush up before the training series begins. We'll embark a little earlier to give the Siggies some breathing room. Pray for some dry roads! Precip., Temp. below 38 degrees cancels.

SigA 25m Progressive "A" SIG Ride #1 9:00 a.m.

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

C Effective Cycling Course 10:00 a.m.

Leaders: Irv Weisman (212) 567-9672, Bill Strachan (212) 677-6951. From the AYH HQ at 105th St. & Amsterdam Ave. (Limited to those who began the course in February.)

ATB3 30/60mi Rock a Long Beach 10:00 a.m.

Leader: Ray Malecki (718) 426-7383. From Macdonald Park, Queens and Yellowstone Blvds. A capricious mix of on-road, off-road and mezzo-road. Optional LIRR return from Long Beach, Pass Required. Wind chill less than 20 degrees or slippery roads cancels.

SUNDAY, MARCH 6

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

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

C to B 11 24mi Progressive "C" to "B" training Ride #1 10:30 a.m.

Call leader for time. Leader: Irv Weisman (212) 567-9672. Meet inside Central Park entrance at 5th Ave. and 72nd St. for a 24 mile self-classification ride, the first of a 3 month training

series designed to gradually turn you from a "C" rider into a "B" rider (or almost). A triple chainring crank is strongly recommended to give you adequate gearing. Although consistent attendance is not required, remember that this is a training series, not a series of easy-going "C" rides. Precip. cancels.

Tuesday, March 8 6:00 p.m. NYCC Meeting

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

SATURDAY, MARCH 12

A18 100mi Century of the Month #3 8:00 a.m.

Leader: Marty Wolf (212) 935-1460. From the Boathouse. Westchester County - Lunch in Bedford Village, home by way of Armonk. Whippoorwill option, pocket food, not an option. Precip., of temp. below 30 degrees cancels.

A18 55mi Nyack 9:30 a.m.

Leader: Karl Dittebrandt. (212) 477-1387. From the Boat-house. It's only one week till Spring, so this will be one of your last chances to pile up some elusive winter miles. Precip. cancels.

SigA 40mi Northvale is Nifty 9:00 a.m.

Leaders: Jane Kenyon (212) 662-1935, Rikki Furman (212) 734-2887. From the Boathouse. Our first ride out of Central Park takes us over the GW Bridge and through the (Palisades) woods to Northvale, New Jersey. Helmets on, water bottles full, tires pumped, let's go. Rain date: Sunday, 3/13. Really bad weather cancels. Call if in doubt.

Submission Guidelines

All submissions may be edited for length and clarity. Publication of material is determined by available space. We cannot guarantee that all submissions will be published. Submission is contributor's warranty that material is in no way an infringement on the rights of another and that the material may be published without additional approval. Call the Editor for guidelines and/or advance approval. All articles must be submitted to the Editor on a 3.5 inch diskette plus hard copy. Advise operating system, software and your phone number.

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

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

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

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

Club Rides (cont.)

B15 ((Temp/10)1.5)*25 miles 9:00 a.m.
Leader: Ray Malecki (718) 426-7383. From Macdonald Park, Queen's & Yellowstone Blvd's. Somewhere on Long Island. Service Road out. Back roads Back. Zero or less miles cancels.

C Effective Cycling Course 10:00 a.m.
Leaders: Irv Weisman (212) 567-9672, Bill Strachan (212) 677-6951. From AYH HQ at 105th St. and Amsterdam Ave. (Limited to those who began the course in February.)

SUNDAY, MARCH 13

A18 56mi "A" Training Series Ride #2 9:00 a.m.
Leader: Bob Moulder (212) 682-5669. From the Boat-house. This week we'll go a wee bit faster and get slightly more vertical than last week as we head for the Skylark Diner in Nyack. Flat cruising speed of 18mph is guaranteed, with two very traditional free-for-alls. Serious precip., or start temp. below 28 degrees cancels.

B16 55+mi Leaderless to Nyack 9:00 a.m.
Leader: You. From the Boathouse. I know somebody wants to ride today! So let's see who shows. Snow, rain, ice, temps. below 40 degrees cancels.

C to B 11 15/38mi Progressive C to B Training Ride #2 9:30/10:15 a.m.
Leaders: Irv Weisman (212) 567-9330, David Miller (212) 794-9365, Maggie Clark (212) 567-8272. 9:30 a.m. at the Boathouse and 10:15 a.m. at the GW Bridge Bus Terminal. You can shorten this ride by meeting at the GW Bridge Bus Terminal, 178th St. and Fort Washington Ave. (175th St. stop on the A train). Leisurely ride through pretty suburbia. Lunch in a Closter Diner. Ride covers the beginning and ending sections of routes we will use in all subsequent rides. Predicted high below 40 degrees of 60% chance of precip. cancels.

SATURDAY, MARCH 19

A18 60mi "The Usual" 8:30 a.m.
Leader: Lori Vendinello (212) 353-9068. From the Boathouse. Warm up for tomorrow's "A" training ride (or just warm up and defrost from winter) to Nyack. Fast stop at a bakery and back before 1:00 p.m. Nice paceline and riding skills appreciated, helmets required. Rain, snow, below freezing temp. cancels.

SigA 55mi SIG Week #3 Spinning up to White Plains 9:00 a.m.
Leaders: Herb Dershowitz (212) 929-0787, Paul Leibowitz (212) 799-0151. From the Boathouse. We'll refine our spinning skills with the preminent spinners in the Club. A Classic route to White Plains.

B16 55mi White Plains - Ho-Ho-Ho 9:00 a.m.
Leader: Karl Dittebrandt (212) 477-1387. From the Boathouse. Friendly ride to pass the time. Bring Metro-North pass for possible train return. Snow, precip., temps. below 35 degrees cancels.

C Effective Cycling Course 10:00 a.m.
Leader: Irv Weisman (212) 567-9672, Bill Strachan (212) 677-6951. From AYH HQ at 105th St. and Amsterdam Ave. (Limited to those who began the course in February.)

SUNDAY, MARCH 20

A19 54mi "A" Training Series Ride #3 9:00 a.m.
Leader: Bob Moulder (212) 682-5669. From the Boathouse. To Park Ridge we go via Old Tappan Rd. with return via 503/502. We're going a bit faster this week, so we'll keep it fairly flat. More free-for-alls, though! Serious precip., or start temp. below 30 degrees cancels.

C to B 27/40mi C to B Progressive Training Ride #3
See March 13th listing for leaders, times, starting places.

C13 36mi RAAM 9:30 a.m.
Leaders: Ken and Marilyn Weissman (212) 222-5527. From the Boathouse. No, the acronym doesn't stand for Ride Across America. It's NYCC's Ride Almost Around Manhattan. South on the West Side to breakfast at Zaro's/Seaport. Then up the East Side, through Central Park, past the GW Bridge and the Cloisters to lunch near Columbia's Baker Field. Afterward, home again, home again, jiggy jig. Plenty of bailout points if parts of your body or bike start to hurt. Rain, snow, temp. under 40 degrees at start, or other unpleasantness such as failing to wear a helmet cancels.

SATURDAY, MARCH 26

A18 58mi The Big Easy 9:00 a.m.
Leader: Dave Regan (212) 222-0532. From the Boathouse. Well, not exactly easy, the Shore route up to White Plains. Technically, it's Spring so maybe we'll have snow-free roads...maybe. Snow or rain cancels.

Sig A 53mi SIG Progressive "A" Ride #4 9:00 a.m.
Leaders: Christy Guzzetta (212) 595-3674, Rikki Furman (212) 734-2887. From the Boathouse. Single pacelining. O mi gosh, it's only the 4th ride and we are already speeding down the road in a paceline. Don't worry, it's just step # one. Single pacelining, no alternating the lead, just getting comfortable with a wheel in front and a wheel directly behind. And enjoy a favorite "A" rider hang out - the Skylark Diner in Nyack. Very bad winter weather cancels.

B15 24mi Overly Optimistic Three 10:00 a.m.
Leader: Mitch Yarvin (212) 769-2637. From the Boat-house. One & Two were weathered out. Let's get off the ground with three. 4 good laps in the park. Rain, snow, ice, temps. below 40 degrees cancels.

C Effective Cycling Course 10:00 a.m.
Leaders: Irv Weisman (212) 567-9672, Bill Strachan (212) 677-6951. From AYH HQ at 105th St. and Amsterdam Ave. (Limited to those who began the course in February.)

SUNDAY, MARCH 27

A19 65mi "A" Training Series Ride #4 9:00 a.m.
Leader: Bob Moulder (212) 682-5669. From the Boathouse. Flat cruising speed stays the same as last week, but we increase the mileage and the "hillage" in this fine little excursion to Armonk. Much grunting and huffing guaranteed as we'll be taking in Whippoorwill Hill. Serious precip., or start temp. below 30 degrees cancels.

C to B 30/43mi C to B Progressive Ride #4
See March 13th listing for leaders, times, starting places.

Club Rides (cont.)

C12 25mi

Deja Vu All Over Again in Sheepshead Bay 9:30 a.m.

Leader: Dorothy Fong (718) 596-5667. From the Steps of City Hall. A repeat of a (brr) January ride that actually happened. Maybe it'll be warmer this time. Suitable for beginners in good physical shape and more experienced "C" riders. Going to Sheepshead Bay via Brooklyn shore. Precip., temps. below 32 degrees cancels.

SATURDAY APRIL 2

Sig A 60mi Progressive "A" SIG Ride #5 9:00 a.m.

Leaders: Herb Dershowitz (212) 929-0787 and Ernie Yu (212) 663-5747. From the Boathouse. This time we'll rotate our single paceline, taking short pulls at the front as we zip through Long Island. And we'll keep our focus on the skills we've been developing; a smooth style, a fast spin, and a quick smile. Rain date: Sunday April 3.

SUNDAY APRIL 3

A20 65mi "A" Training Series Ride #5 9:00 a.m.

Leader: Bob Moulder (212) 682-5669. From the Boat-house. White Plains the Shore Road way and return by "The Cemetery Route". Faster, but not as hilly as last week. Serious precip., or start temp. below 30 degrees cancels.

C to B 35/48mi C to B Progressive Ride #5

See March 13th listing for leaders, times, starting places.

OUT-OF-BOUNDS

Saturday, May 7th

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

Coordinator: Lawrence T. Ksiez (718) 478-0644. From Macy's on Queens Blvd. & Columbus Circle. Scenic miles through Monmouth and nearby counties. Flat terrain. A fee between \$12 and \$18 will get you a map, SAG support, route markings, snacks, and a T-shirt. A helmet is required. Contact coordinator at least a week before the ride if interested. Possible van top. Rain or shine.

Saturday, April 16, 1994

Battle of Gettysburg Weekend Ride

Ride in the beautiful countryside of Adams County and watch two days of United Cycling Federation Battle of Gettysburg

races - criterium races in downtown Gettysburg from 9-4 on Saturday, April 16 and road races of 50-100 miles on Sunday, April 17. The Battle of Gettysburg Weekend Ride will offer a 25 or 50 mile ride; one 25 mile loop will follow the race course for the road race to be held the next day. Registration from 8:00 a.m. to 11:00 a.m., cost \$8.00 per person before March 15; \$10.00 after. Includes cue sheet, sag, route markings and snacks. Contact Gettysburg-Adams County Chamber of Commerce, 33 York Street, Gettysburg, PA 17325; phone (717) 334-8151. For accommodation info, contact Gettysburg Travel Council, 35 Carlisle St., Gettysburg, PA 17325 (717) 334-6274. Volunteers are needed as course marshals: contact Carey A. Moore at (717) 334-1214.

BIKE ITALY!!!

A/B+ Average 70 miles daily depending on terrain through Marche and Umbria. Full van support, 3 star hotels, delicious meals. Circular route, great destinations including beach, lake, medieval hill towns. 9 day tours beginning in May 20 or June 24. Chance to see two stages of the Giro d'Italia on May tour. \$1600 plus air per person. Special NYCC discounts available! Call leaders, Lori Vendinello and Howard Turoff for more info. (212) 353-9068 (*ED NOTE: Lori is a 5-year club member beginning a tour business*)

GEAR '94

July 21-24 The Annual L.A.W. Great Eastern Rally Salisbury, Maryland

See the wild ponies on Assateague Island National Seashore, cross Chesapeake Bay on a ferry that's been in operation for over 300 years, join your choice of over 30 favorite rides through the tranquil coastal flatlands of Maryland's Eastern Shore at this year's GEAR. A variety of technical and leadership workshops led by experts will be topped by a National Advocacy Conference featuring national, state and local bicycling advocates. Contact League of American Wheelmen, 190 W. Ostend St., Suite 120, Baltimore, MD 21230-3755. Phone (410) 539-3399. Fax (410) 539-3496.

**You won't get your April
NYCC Bulletin if you
haven't sent in your renewal check!**

Things to Note

New in Piermont

Since the town of Piermont has closed the public toilet facilities located in the Town Hall, Glenn Dargin and Phyllis and Stephen Lopatkin, owners of the new Piermont Bicycle Connection, offer the use of theirs to cyclists. Bonus is a spectacular view up the Hudson, Dusty the Ferret, and come spring, a juice bar. Turn right at the railroad tracks to the new pier.

NYCC Phone Number

Beginning March 1, the New York Cycle Club phone number is 212-886-4545. This is the number for prospective members to call for info about the club, to receive a sample bulletin, or join a ride.

Out of Bounds

Just a short note to let everyone know that the Club still has in its pos-

session bike racks that fit on the large passenger vans. I plan on using them for some, if not all of the out-of-bounds rides that I established last year, plus or minus a few, beginning with the Farmlands Flat Tour in May. If there is enough interest, I'll rent a van. For a nominal fee, you'll be transported to and from the ride. Be on the look out for out-of-bounds ride listings at the end of the Clubs ride listings.
Larry Ksiez

From the Boathouse

by Geo Carl Kaplan

When I was young and in my teens and riding my balloon tired 26 inch red and white Schwinn up and down Quaker Ridge Road, along Weaver Street and White Plains Road and through White Plains up to Kensico Reservoir, I yearned for an English Racer. You know . . . (I am talking about the time of the Second World War) . . . one of those black three-speed Raleighs or Triumphs. In those days I was not aware of ten or twelvespeeds with derailleurs or toe clips or sophisticated brakes and special leather saddles, let alone biking shorts and jerseys and gloves. I just wanted an English Racer. Alas! I never did get one . . . then!

Well, my wish came true a couple of months ago when one of my neighbors threw out a thirty year old Triumph that was in six pieces. With the help of my Glenn's and some parts from my neighborhood bike store I managed to put it in working order. I replaced the front wheel, one of the pedals, seat post, stem, all of the cables and even broke the bank by purchasing a second-hand basket. Total cost for my Klunker - \$58.50 including tax. Now, I have the perfect city transportation. I ride my Klunker all over town, never concerned with which bus or subway goes where or the availability of a cab. The only thing that stops me is severe cold, ice or snow.

My only regret is that I didn't do this years ago. Not only is Klunkering about town one of the most efficient means of local transportation, and the cheapest, it has another benefit - it is an aid to daily training. The resistance pedaling a Klunker is greater than on a ten or more speed - you just can't get into as low a gear range - so you build up strength and endurance. Get with it! Get a Klunker!

Now, you are going to ask me, "Where do I get one of these Klunkers?" I know that not everyone has a neighbor who will throw out a reasonable facsimile of my Klunker, so I

recommend the following stores: Emey's on East 25th Street, Franks on Grand Street, Metro all over town, and Pedal Pushers on Second Avenue. All but Metro sell reconditioned as well as new Klunkers and while there may be others, these are four that were written up in the New York Times on Thursday, February 3, on page C2.

Now that the cycling season is upon us, so lets take a look at all of the great Spring Programs that we have. First, starting this past February 12, and meeting on Saturdays through March, is the Effective Cycling course under the aegis of Irv Weisman, assisted by Bill Strachan. While it is too late to sign up for this year, there is always next year.

Then, commencing March 5 is this year's A SIG Series, led by Ernie Yu, with co-leaders Herb Dershowitz, Ricki Furman, Christy Guzzetta, Jane Kenyon and Paul Leibowitz. This is the eighth year of the A SIG Series - consult the ride listings or Ernie Yu for further information.

This year Irv Weisman with co-leader Maggie Clark is leading a Progressive C to B SIG. This is designed to bring C riders up to B level on twelve successive Sundays beginning March 6. Once again check the ride listings or call Irv for further information.

Finally there is a rumor afoot or apedal that beginning March 6, Bob Moulder and friends are organizing an A Training SIG for those who have completed the A SIG in years past.

This will be a great cycling season for the New York Cycle Club. In addition to the above, the Newcomers Ride is being revived, and we will undoubtedly draw more free lunchers to Tallman this year than last.

Don't forget, you'll miss all the fun if you haven't paid your 1994 dues!!!

Progressive 'A' SIG Ride Series

by Ernie Yu

What??? You still haven't decided whether or not to join the SIG? Last month's Top Ten reasons weren't enough? Just read this list of past accomplishments. SIG graduates have:

- won the rainbow jersey of the World Champion.
- placed in major national and regional races.
- attended cycling camp at the Olympic Training Center.
- won their age-group in triathlons and duathlons.
- completed the 750-mile Boston-Montreal-Boston tour.
- cycled across America.
- frolicked in the sand on the Nude Beach ride.
- gotten married and had children.
- never been seen on a bicycle since.

□ given Lou S. Pokes plenty to write about.

Come on out and make your own history. We'll begin this year's Progressive 'A' SIG on Saturday, March 5, with an introductory 4-lap spin around Central Park, followed by our traditional post-ride meeting. From there, the rides get gradually longer and faster as we practice our pacelining skills. The progression is so gradual that before you know it, you'll be on the 'A'-paced century ride on graduation day, and when you finish, you'll feel like you're on top of the world, like you can never be beaten. Except by a SIG leader, of course.

Plan to attend the meeting after the first ride—it will be both fun and informative. We'll get together to talk further about the SIG, what to expect on the rides, and how to prepare for them. It's also an opportunity to meet your fellow SIG comrades—chances are, they're as tired as you are after chasing the

leaders around for four lousy laps.

Helmets are required on all SIG rides. You are expected to bring a road bike since this is specifically a road cycling ride series. And be aware that beginning with the March 26th ride, aerodynamic handlebars and clip-on bars will not be permitted on SIG rides for safety reasons. They won't help you much in the paceline anyway.

Well, that's about it. I've done all I can to tell you about the cosmic experience that is the Progressive 'A' SIG. Ask around and you'll find graduates littered all over the New York cycling landscape. If you need more convincing, call one of our trusty leaders and they'll be happy to charm you into showing up. Uncle SIG wants you. Join the SIG, see the world. It's not just a SIG, it's an adventure.

Oh, and one more thing. Bring a sense of humor. You'll need it.

BLOWOUTS

by Lou S. Pokes

More cold, more snow, more ice; if the temperature ever makes it to 40 you don't want to ride because you'll have to spend three hours cleaning the salt, sand and slush off your bike. You sit around watching the tube (neither schrader nor presta) and get fat. Will winter ever end? Most of us are suffering from SAD - Seasonal Affective Disorder, which causes our winter depression. For the few of you who were out training on Monday morning, January 31, you missed **Dr. Bob Trestman** explaining all about it on Good Morning America. Dr. Bob's explanation didn't include my favorite cure - a week or two in Florida!

The Walden Camp in central Florida will be a real family affair. At least for the Crowleys anyway. In addition to **Tara** and **Art**, **Kit Crowley** (Tara's mom, Art's wife) will be joining them. There's no word yet as to whether **Art Jr.** will be there, although Tara has convinced him to take the SIG. Among those joining the Crowley clan in Florida will be **Herb Dershowitz**. Last year Herb used his Florida training to win the first CRCA race in March. He claims his aerodynamic rack and fenders were not an advantage.

Also in Florida are **Catherine Chatham**, **Elizabeth Emery**, **Lisa Halle** and **Stefani (Secondi) Jackenthal**. They're spending two full weeks in Florida getting ready for the upcoming racing season. With a new title sponsor they will be known as Team Screaming Yellow Zonkers/ Open Road/ CRCA. Look for the blinding yellow jersey with the popcorn all over it. And watch out Kahlua and TGI Fridays!

And for those of you interested in longer events. **John Ceceri** has announced that he will be organizing several races:

-Boston-Montreal-Boston and Paris-Brest-Paris Qualifiers:

April 24, May 22 and June 25

-24 Hour Race: June 11 and 12

-RAAM Qualifier: Sept 16 to 18

All events will start at the Saratoga Cycle Center. Call John for more information.

Happy Thanksgiving. Belated congratulations go to **Judy** and **Dave Visoky** (yes). Six pound, ten ounce **Jacob Henry Visoky** was born on November 25th. Dave, don't disappear!

Thanks go to **Larry Ksiez**, who does more than just lead rides every weekend. Larry's the one who found Houlihan's/El Torito for our monthly meetings. He may be good at finding restaurants, but can Larry find the keys?

The snowstorm of February 8th held the turnout at the club meeting on Appropriate Transport to its lowest level since the Ice Age. While horrendous travel condi-

tions were an adequate excuse for most people to stay home, it wasn't enough to keep diehards **Bob Moulder** and **Herb Dershowitz** (no) away. They both used their cross country skis on the streets of New York to make it to the meeting on time. Very appropriate!

Once again, **Marty Wolf's** Century of the Month was postponed by The Month of the Century.

Christy Guzzetta and **Jody Sayler** (yes) also made it to the meeting, having just returned from their trip to Plimpton. Ask them about their new house guests, **Okla II** and **Homa** (maybe). And, is Okla II as well-groomed as Okla?

Once again the Vogel-Cipolla Brunch was the eating event of the year. The ride, described by Jody Sayler as a curb-hopping expedition, detoured around the ice covered roads on the way to the Kissena Velodrome. **Jeff** and **Margaret** (yes) managed to feed close to 40 people. Highlights were **Ernie Yu** leaving without a doggie bag and **Herb Dershowitz** saying he was stuffed. And what were **Herbie D.** and **Bob "Rocket" Foss** (no?) doing for so long in the Vogel john? Foss was kind enough to put the seat down for the crowd lined up outside, but left his specs behind.

And for those of you who missed the brunch there is one last event to put on your calendar: The Annual Road kill Cookoff in Marlinton, West Virginia. Men's Health magazine reported that "the competition was as stiff as the entrees". The winner was "Turkey Vomit over Worms". I don't make this stuff up. **Ernie** and **Herb** (no) have already made reservations.

Larry Ksiez gets this month's Road Hero award, having braved the February 11th blizzard to deliver the March rides.

You can all rest easy. I accidentally left the Road Bozo award outside. It's still frozen in the ice. So there will be no Road Bozos until it thaws!

Happy **60th**, **Tony Nappi**!

Bernard Gold

March 20, 1929 - October 14, 1993

A long-time member of the New York Cycle Club, commercial photographer Bernard Gold loved on and off-road bicycling and skiing. He succumbed to cancer in October, leaving his wife and business partner of 33 years, Maria.

No Tech Tips

Quickie Bike Check-Up

As I sit to peck this introductory paragraph onto the disk, I wonder if it might be a tad early to think about spring bike maintenance. Another snow storm is due to hit tomorrow, and my butt is still aching from a fall on rock-hard ice while doing Ray Malecki's mountain bike ride, which was attended by Ray Malecki and me. (Oh, the indignities of early season cycling!) Fortunately, bikes are easier to get into shape than bodies, so at least we can take care of a few things before the official start of the NYCC cycling season the first weekend in March. (Hey, wait . . . Didn't "the blizzard of the century" clobber us last March 13?)

Wheels

Rims. Spin your wheels and, using your brake pads as a reference point, check for side-to-side movement (lateral trueness), then look at them from the side to see if there's up-and-down movement (radial trueness). Wobbly, lumpy rims, rims with cracks around the spoke holes, and rims with deep grooves caused by gritty brake pads, might need to be replaced. Clean or replace the brake pads, too.

Spokes. Check for rounded-off spoke nipples and bent or loose/tight spokes. (Compare your spokes' tension with that of a known well-built wheel by squeezing parallel pairs of spokes.)

Hubs. With wheels not spinning, move your rims from side-to-side to check for play in your hubs' bearings. A tiny bit is okay, but any more than that is a sign they may need adjustment. So-called "sealed bearings" ("cartridge bearings" would be a better term—some are sealed and some aren't) sometimes seem to have a lot of play, but that's their nature, so don't get worried unless it's really excessive.

Now, remove your wheels, spin the axles by hand and look at the tips of the axles to see if they wobble as they turn. Most axles wobble a little, but big wobbles point to an axle that might break soon.

As you spin the axles, feel for roughness, tightness, dryness or a grinding sensation, which are signs that your bearings need attention. Look for fresh grease oozing out where the axles exit the hub bodies; this is a usually a good sign because it means there's plenty of grease.

Finally, turn your freewheel/cassette backwards by hand and feel for roughness or tightness. Sharp, clean clicks indicate the pawls and springs are okay, but a dry, scrubbing feel means lubrication may be inadequate.

Headset

Grasp your bike's top tube with your right hand and hold the front wheel 1" off the floor. Now, with your left hand, very gently turn the handlebars right and left. If you feel a slight grabbing sensation as the wheel passes through the straight-ahead position, it is a sure sign your headset has developed pitted bearing races, also known as "brinelling."

Headset test No. 2 is to grasp the top tube with your right hand and lock your front wheel with the front brake lever. With both wheels on the floor, rock the bike back and forth and feel for any knocking or looseness in the headset. If there's any at all, it isn't a good sign.

There's a whole litany of possible explanations for these problems, but there's one thing to insist on when your headset is serviced or replaced, without which the whole exercise is a complete waste of time: Make sure your mechanic checks the alignment of the head tube "faces" to make sure they are perfectly parallel and, if not, to correct the problem with "facing tools." If these surfaces are not perfectly parallel you will always have headset problems, no matter who installs it.

Bottom Bracket

Shift your chain to the small chainring, then lift the chain off by hand and let it dangle on the bottom bracket shell. Grasp either crankarm near the bottom bracket axle, then try to jiggle the axle up and down, in and out. As with hubs, a teensy-weensy bit of movement is okay, but any more than that isn't. Also, a bit of fresh grease oozing out where the bottom bracket axle exits the bearing cups is usually a good sign.

Spin the cranks by hand to check for roughness or dryness in the bearings, and watch the chainrings for wobbles, which may signal a bent crank or loose crank bolts.

Derailleurs

You'll know right away if all is not well with your derailleurs; your chain falls off all the time, shifts are not clean, the chain is constantly rubbing or grinding something, and your rear spokes hit the derailleur when you're using your biggest rear cog.

Any mechanic can easily solve most of these problems, and the myriad of other problems that might be encountered, by installing new shift cables and adjusting your derailleurs, but when your spokes hit the derailleur, there are some more serious things that might be causing the prob-

by Bob Moulder

lem: 1) A bent derailleur hanger, 2) A bent derailleur body, or 3) Worn pivot pins in the derailleur body's hinge points.

If you are constantly plagued with indexed derailleur problems, try this: Make sure that all the shift system and drive train parts are made by the same manufacturer, including the chain, and that they come from the same component group. (I know I'll get howls of protest from home mechanics everywhere, because it's true that many, many parts are interchangeable. But after you've pulled out your last strand of hair, give this a try.)

Brakes

Brakes with a stiff feel to them, and whose levers don't return smoothly when they are released, usually behave that way because there is excessive friction somewhere in the system. New, well-lubricated brake cables and Teflon-lined cable housings can help a lot. Insist that ferrules (also called "cable caps") be installed on all cable housing ends. Also, have your mechanic check the pivot points of both the brake levers and calipers to see if they are damaged or mis-adjusted.

Mushy-feeling brakes are almost always blamed on weak, flimsy calipers, but the problem is often the brake pad material; I have found that generic Shimano replacement pads (not Dura-Ace pads, which are way expensive) work just fine.

Miscellaneous (but no less important)

❑ Salt, water and other junk thrown up from the road can corrode your seatpost and "freeze" it into place, so have your mechanic check to make sure it's good and greasy.

❑ Loose bolts anywhere are dangerous, but too-tight bolts are even more dangerous since they are prone to snapping off. Torque wrenches allow for tightening bolts to precise standards, but a good mechanic's feel is more than enough to achieve correct tightness. Thread compounds can keep stubborn bolts tight.

❑ When a bike constantly pulls to one side, won't track straight, or develops speed wobbles, it's time to start looking for bent or mis-aligned frame tubes or fork. Good bike shops have tools to check frame/fork alignment, and they will often be able to point out telltale paint cracks and rumped metal where the frame is bent. This could get expensive.

❑ Check the ball bearings in your pedals for tightness, roughness or dryness, just as you did the other bearing points.

Notes from the Mystery Bike Shop

by Anon D. Mechanic

It's time after all these years that NYCC had a voice from a bike shop. I understand that your board of directors in general, and your bulletin editor specifically, are reluctant to choose any "official" shop or even to take a stand recommending any shop. Therefore, I write this column anonymously, with the hope that you will publish it regularly - with or without club comment.

First, the bike shop caricature of the NYCC member: you come into the store with a twelve hundred dollar bike and mistrust us. If we say it costs twelve dollars for some procedure and we can do it while you wait, you want to 1) Get a discount because you are a NYCC member - TA member - CRCA member - messenger - or under seven feet tall. 2) Ask us how to do it because your friend will do it for you free. 3) Clean your hands and maybe your chain. 4) Borrow our Presta-valve pump and pressure gauge.

Let me tell you, folks, this is an unfair caricature, and I know it, and it's intentional. Pay attention: I know you don't all have expensive bikes (but a large portion of you do) and you are entitled to the same prompt, responsible service no matter what the price of your bike. But it's unfair to ask us

for discounts, so please don't do it. Every shop that gives discounts must figure that percentage higher when they quote the amount for a repair. Furthermore, I'm really uncomfortable trying to tell you that we don't negotiate prices, and more than your TV, camera, or washing machine technician would. (By the way, how much do those repairmen charge, at a minimum?) You're getting great guys (and gals) trying very hard to give you great service. It's really crude to demean us by asking for free stuff.

In fact, we have the greatest respect for you people in the club; we respect everyone who chooses a bicycle over other forms of transportation and recreation. Believe it or not, we remind ourselves every day that we earn our living from every one of you.

So I guess this first installment of this column is a plea for you to realize that we really do respect you and we want desperately for you to respect us. We need each other.

(Editor's Note: There may be future installments if Anon D. Mechanic follows the submission guidelines.)

Thank You, Ride Leaders

The New York Cycle Club could not exist without our volunteer ride leaders who share their favorite routes, training methods, eateries, and their love of cycling with other members. In 1993, a total of 175 NYCC members led a grand total of 411 rides. Without them there would have been no SIG's, no newcomer's ride, no all-class club rides, no Sheffield or West Point or Su Casa, well...you get the picture.

Larry Ksiez, our VP of Rides, leads the list having led a total of 32 rides in '93. Paul Rubenfarb led 27 of his architectural tours. Jim Babbitt, Mark Martinez, Karl Dittebrandt and Steve Britt each led more than 20 rides, for a total of 88

Bob Moulder, Christy Guzzetta, Jeff Vogel, Ellen Richard, Herb Dershowitz, Don Montalvo, Carolyn White, David Regen, George Kaplan and Jane Kenyon led a total of 124 rides - more than 10 for each of them.

Those leading 3 to 9 rides were Brian Van Wassenhove, Paul Leibowitz, Richard Fine, Irv Schacter, Ken Weissman, Ernie Yu (& Ferris Bueller), Marty Wolf, Rikki Furman, David Younglove, Greg Worley, Lance Leener, Marilyn Weissman, Peter Hochstein, Richard Rosenthal, Alex Bekkerman, Bob Shay, Fred Steinberg, Hindy Schacter, Margaret Cipolla, Steve Pollack, Brian McCaffrey, Carey Chu, Donna Slattery, Ethan Brook, Henry Joseph, Irv Weisman, Jeanine Hartnett, Kyle Skrinak, Larry Ubell, Laurie Harris, Maggie Clark, Mike Samuel, Nadine Manney, Barry Leventhal, Bette Freedman, Bill Vogell, C.J. Obregon, Carlos Cardona, Caryl Baron, Clif Cranish, Dan Schwartzman, Don Passantino, Ed Ravin, Elena Burinskas, Jon Miller, Katie Marion, Kevin Mulvenna, Liane Montesa, Sandy Gold, Steve Baron, Tom McMahon and Wayne Wright. All our ride leaders deserve our sincere thanks!



Things to Note

Cycle-Tour Slide Show

Bicycling in Ireland, Portugal and the Azores; Jim Goldberg of Easy Rider Tours will present a slide program of European cycling destinations off the beaten track:

Wednesday, March 9, 6 p.m. at the Portuguese National Tourist Office, 590 Fifth Ave. (47/48 Streets).

Thursday, March 10, 7 p.m. at Eastern Mountain Sports, 20 W. 61st St. (just west of Broadway).

Contact Easy Rider Tours (800) 488-8332.

Bicycle Orientation Seminars

Toga Bike Shop, 110 West End Ave. at 64th St., (799-9625) offers free seminars Wednesdays at 7:00 p.m. The seminar is designed to make cyclists of all abilities, but particularly novices, more comfortable with their bikes. Topics include brakes, shifting gears, simple maintenance, changing a flat.

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Lori Vendinello

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Greenway Plan

by Dave Lutz

The good news for cyclists is that for the first time in fifty years a major new federal program to fund cycling improvements is making its way through the government approval process. \$7 million dollars has already been pledged, to be spent on improving existing facilities like the Shore Parkway Bikepath in Brooklyn, and investigating the feasibility of new ones, like access to the Verrazano Bridge. When underway, this program, being funded primarily with federal dollars from the ISTEA (Intermodal Surface Transportation Efficiency Act) will change the mean face of New York Cycling to a happier one.

New York's ISTEA bicycle/pedestrian program is multi-faceted. It will include new bike racks and bike lockers at railroad and subway stations, on-street improvements like additional bike lanes and sensitive street design, and an exciting new 350 mile system of greenways: separate from the street trails, sometimes in dual configuration, for the use of cyclists, pedestrians, skaters, and wheelchair users. The Metropolitan Greenway System will link our city together, providing an off-street traveling alternative

using parkway corridors, waterfronts, and abandoned railroads to within 15 minutes of any destination. It will also be part of a growing regional, national and international system of trails designed to be at least 80% off-road that will connect New York City to Boston, Philadelphia, Washington DC, Buffalo, Montreal and beyond.

All this is made possible because of an intense local advocacy effort and a bicycle friendly Federal Transportation Act passed in Washington. Helpful in passage of the Act were Bicycle Federation of America, The Rails to Trails Conservancy, and a host of other groups and individuals including Representative Joe Kennedy of Massachusetts and Senator Patrick Moynihan of New York. This new legislation has spurred a flurry of activity, all over the country, on behalf cycling and pedestrians.

The local effort has been lead by the Metropolitan Greenways Council, a group co-chaired by Anne McClellan and Dave Lutz which operates under the umbrella of the Neighborhood Open

Space Coalition. NOSC first formally surfaced as a friend of cyclists and pedestrians in 1987 with the publication of its proposal for a Brooklyn/Queens Greenway, a route from Coney Island to the Long Island Sound that will be improved and signed next year with money from ISTEA. The New York City Department of City Planning, and especially Karen Votava of the department's Open Space Division, have been strongly supportive of the visionary greenways effort.

The local effort has been moving very fast, thanks to very cooperative public/private partnership. One of the pieces that must grow next is a public outreach campaign, to inform New Yorkers of the potential for the system and garner support. In addition, cyclists are being asked to show support for the system by volunteering their time to do simple tasks like planting and cleanups along the system. (More on this in the listings section of future NYCC Newsletters) Your support for our efforts will be more than welcome. For Metropolitan Greenways Council meeting information call NOSC at: 212-513-7555.

USCF Sports Medicine Referral List

A USCF regional sports medicine referral list is in the making. This directory will include names of health care providers in the New York metropolitan area that have special interest, training and experience in treating cycling related injuries and conditions. Anyone interested in having their name listed should send a current CV and cover letter detailing their cycling involvement to Russell

B. Cohen, DC, CCSP at 317 West 54th Street, New York, New York 10019, 212-713-0180.

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

Trivia

The 57-ton marble statue, "Civic Virtue", created in 1914 by the Brooklyn-born Beaux-Arts sculptor Frederick MacMonnies, has been a magnet of controversy almost since the day it was erected outside its first home, City Hall in Manhattan.

The statue depicts a young man with a sword over his shoulder stomping on two defeated women representing vice and corruption. When the statue was first unveiled in March 1922, women had won suffrage only two years before and many were not amused. Some booed and hissed at the unveiling, to the embarrassment of Mayor John F. Hylan (Hylan Blvd Staten Island?).

How the statue ended up in Queens depends on which story you believe. One is that Queens Borough President George Upton persuaded the Board of Estimate to pay for its transport in 1940. In another, Mayor Fiorello H. LaGuardia hated it so much he banished it to Queens.

The work draws criticism from women's groups to this day.



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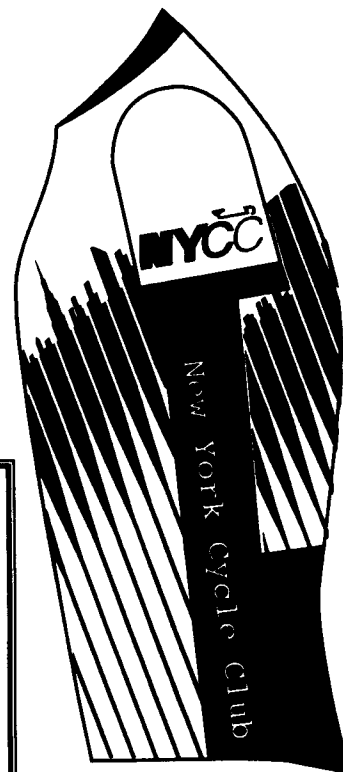
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NEW FOR 1994, A PURPLE CLUB JERSEY, BLACK SHORTS, AND A MUSETTE BAG.

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

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

Many sizes are available (see order form):

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



1994 New York Cycle Club Jersey & Shorts & Bag

Order Form

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

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

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

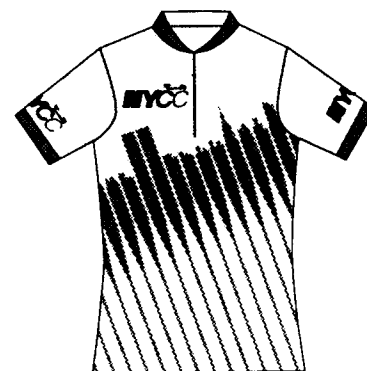
Prepaid mail orders are accepted c/o of club President, Geo Kaplan, 18 West 16th street, Apt PFF, New York, NY 10011 through May 15, 1994. Delivery time: Aprox. 6-8 weeks.

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Musette Bag(s) Received by _____ Date _____

Loving Numbers

by Peter Schug

... or The Number Junkie Rides Again and Again

As an adult, my first bike was a Frejus track bike. Track bikes are to this sport what the dry fly is to fishing or a wind surfer is to sailing. An ultimate refinement. Less would be nothing. More, unnecessary excess. In my ignorance I managed to enjoy riding with no gearshift or brakes or encumbrances of any sort. I hated cluttering the bike's Spartan purity by carrying an unsightly folded tubular strapped under my seat.

None of my friends had one of those little gadgets that clipped into the front dropouts to record mileage. Everyone knew how far they went and how fast and we believed each other's outrageous claims.

When I got my present bike, a Fuji Roubaix with a seven speed indexed rear derailleur and aero brake levers I was ecstatic. This modestly priced bike was much, much better than anything I had ridden before. A casual examination indicated that while not finely finished, structurally the bike was well designed. Little did I know how far bicycle materials and components had advanced.

My first accessory was an Avocet 50 cyclocomputer. That silly hunk of plastic, silicon and liquid crystal has turned my riding upside down! Gone the simplicity. No more can I say I did 60 miles today when I know very well it was 58.7 with a gain in altitude of 1270 feet and at an average speed of 15.4 miles, that would have been over 17.0 mph but for a bad run of traffic lights and too many cabs and buses. I am usually disappointed at the max speed also. I didn't get over 37 mph and I'm sure I used to do 45 on some of the same hills. It must be these clinchers vs. the tubulars I used years ago.

In the manual that came with the Avocet were a couple of pages for logging rides. Something that would never have occurred to any of us back in the days of my Frejus. The idea is simple. Write down the date, copy the numbers from the Avocet and add a few words about the ride. A great idea. Why didn't I think of that!

Well, I don't write. I type. I type on a computer. A better idea emerged. Type the numbers into a spreadsheet. Keep my log on my computer.

It was the beginning of my downfall. In the words of Zorba; "The full catastrophe." Zorba was talking about marriage, and I am talking about madness.

One of the great things about a log is that you can enjoy the ride again by just typing it in. Every now and then I review the log and old rides are relived. The rides that wore me out and the ones that left me feeling triumphant. Most interesting of all, The Numbers! The slow upward march of distance and speed. Last year's ride done better this year. I hated math when I was in school, but playing with numbers and ideas on a computer involves only understanding how something is done, not actually doing the rote work. I did learn the math they taught us, I just hated to do it. Now the computer does it for me.

The tinker in me couldn't sit still with all those numbers unused in a setting that contained such powerful tools for examination and exploration. I began asking the computer questions about my riding.

At first it was simple stuff. How long did the ride take, and what is my overall average speed? I added columns to my spread sheet. In the May '92 issue of Bicycling there was a paragraph on calories consumed while riding. I leapt on that. A small calculation in one cell is replicated through a column and suddenly the past is revealed! I could now see, based on average speed, weight (which I also record) and distance, how many calories I burned on all the rides I had logged. (Hundreds at that

point.).

Why calories? Because it's the best way of equating two rides that had very different average speeds. It takes a lot more calories to go just a little faster. Oddly, since you burn glycogen when going fast and fat when going slow you can lose weight better going slow, but you have to spend more time riding at lower speeds. And we are speed freaks, aren't we!

I broke down data by months, did a graph here and there and for a long time I was quite satisfied.

Then I got an idea. I had gone on a couple of rides that were over my head. Everyone does that once in a while, but I would occasionally go on a ride that I didn't expect to have trouble on and find myself struggling to keep up.

Could my log tell me how fit I was at any given time?

Could I predict performance on a basis of recent riding? I had all this data to work with, including rides I remembered struggling on and rides I found easy. So I churned away at it. I came up with the idea that current fitness could be a number related to the calories burned on recent rides. Burn more calories than your fitness level and you improve. Less and your fitness level declines. There's more to it than that, you have to take things like recuperation into account. How long before you stop improving? How long to recover from a ride? Slowly I developed the concept and an elaborate graph emerged. The features of the graph were: a line called current fitness level, a smoothed line I call envelope which is roughly five times fitness level and a very important line that shows ongoing recuperation from recent rides. It tries to estimate how tired you are! Scattered all over are little dots representing individual rides.

The validity of all this is still in question. My rides represent

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Loving Numbers (con't.)

a small sample even though I've logged over 400. Some tough rides were nestled in little valleys in envelope indicating that the graph was accurately predicting my lack of fitness. Occasionally a rousing good ride that left me tired but pleased would drive the line that indicates recuperation right down to zero. On the other hand, I've driven that line below zero a few times and felt like I had a little left. Also, I've come home tired with the line definitely above zero. The graph seems to be a fair indicator, but not an absolute guide. Maybe what I had for dinner the night before the ride should be in the log also.

I ride a lot on rollers during the winter. Recently my level of fitness slipped while I recovered from the flu. While ill I did an easy roller ride and the following day, between headaches and body aches I took over a dozen aspirins and about five hot baths. All time not spent swallowing pills and fighting chills in the tub was spent in bed wishing I could sleep until the pain went away. I didn't ride my rollers for more than a week after that and only cautiously in the following week!!!

I'm back on the rollers trying to push the envelope up where it belongs. I don't care about the recuperation line, I just want envelope back up there for now. I've been doing better than 20 miles a day since recovering from the flu. Envelope was in steep decline when I started, but a couple of days ago it showed the first sign of rising.

My goal is to start the season with envelope up to the level that says I can take a century in stride anytime. (We can always do a century, I mean really take it in stride.)

When I first mentioned the Avocet 50 I said that it had turned my riding upside down. Since I got the Avocet I'm being ruled by dots and squiggles on the screen of my computer. I ride just to see my effect on the graph. It is only possible to understand Zorba's words in retrospect. The anxious groom

Media Watch By Richard Rosenthal

"Will you love me in June as you loved me in December": The cycling community has a bitch of a time getting its story (endangerment by errant drivers and pedestrians, inadequate parking facilities, bike theft, the need for effective cycling lanes, the need to discourage auto use) into the pages of The New York Times. However, when the Times wanted to illustrate the pluck of New Yorkers in dealing with the huge snow and the difficulty it presented New Yorkers, twice in January and once thus far in February it showed (quite terrific, even beautiful) photos of cyclists including the much maligned Chinese delivery kind.



"The Headache that is New York Magazine": New York Magazine, which, granted, has been exceedingly kind to the NYCC, having mentioned us three times in three years, refused to give us the right to re-print quotations from its year-end article in which a number of celebrities lamented traffic in the city as being among the worst aspects of the city. It's January 31st cover featured an article, "30 New York headaches and how to get relief." One of the "headaches" featured on the cover was "Headaches on Wheels." That turned out to be "Headache #4: Crazy Cyclists." The suggested headache remedy was the Millard bill which calls for the immediate and summary confiscation of bikes ridden on the sidewalks by messengers and delivery people. (The article did not call for the confiscation of car keys from motorists going through red lights, speeding, turning from non-turning lane, failing to signal turns.)



"To: Jill in Oregon" A letter to Dear Abby, printed in the Los Angeles Times on January 17, carried the plaint of "Jill in Oregon," a woman who suffered terrible rudeness from her son and daughter-in-law. Her insensitive kids cut her trip to see her new grandchild from five days to three and after she drove 800 miles, no one was home when she arrived, leaving her to sit in her car. The next day Jill wanted to babysit the kid when her cruel d-i-l went out, but wasn't allowed to...whereupon grandma Jill borrowed a bicycle for the afternoon and went for a bike ride. When she returned at 5PM, son and d-i-l were just getting up from the table, having finished their dinner. Hey, Jill's son and d-i-l, get with it. Wake up! Your ma borrows a bike and tools around on it for the day? Wadsamattawidya? Is this a great grandmother or what?



"Do as I say, not as I do": A Bike Nashbar coupon inserted in current cycling magazines pictures a happy couple tooling down the road on their bikes. Both the man and the woman are wearing helmets; neither the man nor the woman is wearing a helmet correctly. Their helmets are pushed up and back. Apparently they were more concerned with looking a bit rakish or having their faces better seen for their modeling portfolios than modeling safety and the photographer didn't know any better.



"The Risk Parade": How risky is cycling? According to a chart of risky activities printed in the Times on January, it's #17. The riskiest activity was _____. _____ was #2. #3 was _____. Driving was #_____ and motorcycling was #_____.

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Minutes

BOARD MEETING OF TUESDAY, JANUARY 4, 1994

Present: Geo Kaplan, Jody Saylor, Larry Ksiez, Conrad Obregon, Reyna Franco, Herb Dershowitz, Jane Kenyon, Steve Britt, Mitch Yarvin and Peter Hochstein. Absent: Karin Fantus and Caryl Baron. Geo opened the meeting at 6:41 P.M.

Reyna noted that between 195 and 200 people had attended the Christmas Party and the net cost for the party of \$729.54. The annual budget was adopted.

Jody outlined the 1994 program highlights. Expected speakers included Samuel Abt, John Howard, David Walls and Marc Rowland. There would also be programs on tours, fitness and equipment.

The Board agreed to go ahead with Club musette bags, jerseys, shorts and a T shirt.

Larry said he could not get anyone to volunteer for the job of coordinator for mountain bike rides. Although Geo thought this was an area we should develop, Herb said there were few nearby places to ride and that few "B" and "C" riders could handle true mountain bike rides.

Jane's suggestion to give biking jewelry to the top six ride leaders was accepted.

The Secretary was directed to prepare corrected by-laws. Geo raised the question of a LAW-sanctioned century, and

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FOR SALE: DE ROSA Professional SLX 55 cm. red, new Campy Chorus stem, Shimano Ultegra components, Cinelli stem, San Marco Regal seat, w/out pedals or wheels \$1000 OBO. Good condition, frame too small for me.

Call Ron (718) 965-2168.

the board agreed to explore this matter.

There was a discussion of the transition between officers. It was agreed that the next transition should be more orderly.

The meeting adjourned at 8:21 P.M.

Respectfully Submitted,

Conrad J. Obregon, Secretary

Don't miss April's rides - 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 MARCH MEETING

T U E S D A Y, M A R C H 8, 1 9 9 4

Feast on Green Pasta Tour Ireland and Portugal Downstairs at Houlihan's

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

Celebrate St. Patrick's Day a little early with Jim Goldberg,
Director of Easy Rider Tours, Newburyport, MA.

Join us for a slide presentation of European cycling destinations off the beaten track!
You'll discover vineyards and castles in Portugal, exotic islands in the Azores, and
spectacular seacoasts in Ireland. Jim will be guiding trips to all these destinations
this spring and summer, so bring your questions!

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



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