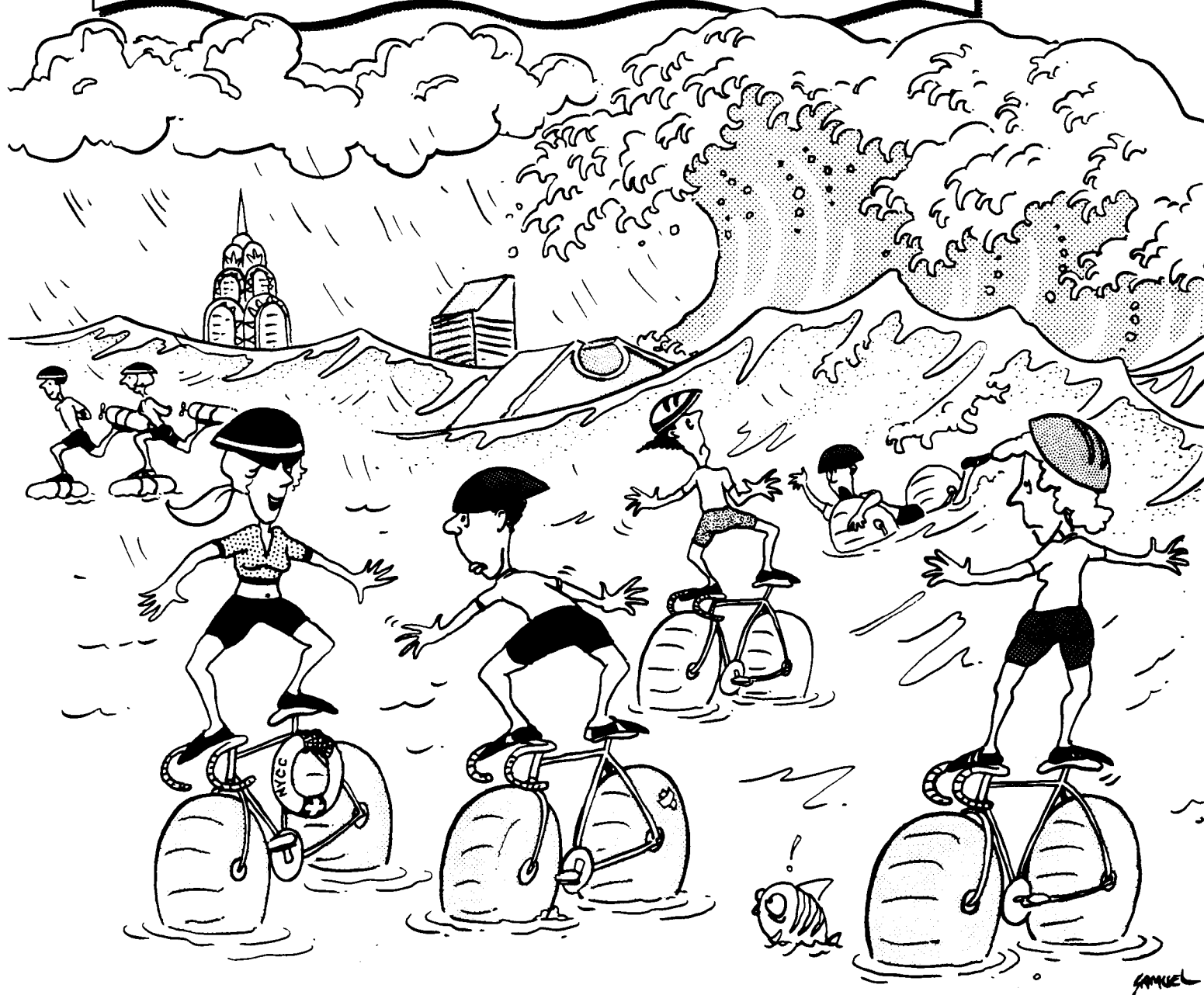


April
1995

NYCC Bulletin

RAINY SEASON TRAINING RIDES



"Now...as you catch the wave remember to stay loose, bend your back leg, steer with your front and try to avoid the swimmers and the aqua-bladers"

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NYCC Ride Guidelines

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

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

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

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

Credits: Front Cover art is by Mike Samuel. The type faces include Joe Treacy's Habitat, Eric Gill's Gill Sans, Scott Maleka's Dead History, and Conor Mangat's Platelet. Printed at Dandy Printing, Brooklyn, N.Y.

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

Submission Guidelines: Contact Caryl Baron, 165 West

NYCC rides are friendly group rides by people of similar riding abilities. A volunteer leader plans the route and maintains the listed pace (e.g. B1 5pace = B Style/ 15 mph speed - see charts).

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

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

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

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

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

WEAR YOUR HELMET! NO HEADPHONES.

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

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

Leaders may specify other items in their ride listings.

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

BIKE TRAINS

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

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

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

End Ave, Apt. 29K, NY NY 10023, 212-595-7010. All articles must be submitted to the Editor on a 3.5 inch diskette plus hard copy. Advise operating system, software and phone number.

Material may be edited for length and clarity. *A full page of text is 4150 - 6000 characters (750 - 1090 words).* Publication is determined by available space, and we cannot guarantee that all submissions will be published. Submission is contributor's warranty that material is in no way an infringement on the rights of another and that material may be published without additional approval. Call the Editor for guidelines and/or advance approval.

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

All material for the MAY Bulletin is due APRIL 11!

CLUB RIDES

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



**UNLESS OTHERWISE STATED,
PRECIPITATION AT STARTING
TIME CANCELS THE RIDE.**



Saturday, April 1

A19 65MI "A" TRAINING RIDE #9 9:00AM
Leader: Karl Dittebrandt (212) 477-1387 From: The Boathouse. It's April, the sun is shining, the flowers are blooming and we're heading up to Rockland Lake with no hills along the way!

SIGA 76MI "A" SIG #5 - SOUTH MTN ROAD 8:30AM
Leaders: Christy Guzzetta & Jody Sayler (212) 595-3674 From: The Boathouse. Double paceline. Omigosh!! A handmade Italian bike on my right, a titanium beauty inches in front, a superbium speedster inches off my rear wheel! Omigosh. Don't worry—no switching lead—we will pull. We are becoming "A" riders. Very bad weather postpones until tomorrow.

SIGB14/15 40/53MI "B" SIG RIDE #5 9:00/10:00AM
Leaders: Irv Weisman (212) 567-9672 & Gene Vezzani (212) 875-1615 From: The Boathouse (9:00)/GW Bridge Bus Terminal (10:00). This week we'll cover elements of Effective Cycling part IV. Lunch in Park Ridge. Previous participation is mandatory. Raindate: April 2.

C13 30MI A TREE GROWS IN BROOKLYN 9:30AM
Leaders: Marilyn & Ken Weissman (212) 222-5527 From: City Hall. Join the Metropolitan Greenways Council in a re-forestry effort (baby trees) at Floyd Bennett Field's magnificent North Forty Wildlife area. Subway home. Rain postpones until tomorrow.

SIGC11 40MI "C" SIG #5 9:00AM
Leader: Geo Carl Kaplan (212) 989-0883 From: Staten Island Ferry (Ray's Pizza @ Battery Park). We'll head for some new scenery south of Manhattan. Our new skills will come in very handy while we enjoy Staten Island. Restricted to prior participants. Raindate: April 2.

C7 19MI MIDWOOD - AN AMERICAN TOWN IN BROOKLYN NOON
Leader: Paul Rubenfarb (212) 740-9123 From: Front of Brooklyn Museum (Eastern Pkwy on 2 or 3 train). Midwood's stately Victorian homes on ample lawns with tree shaded streets effuse a will-read demeanor evocative of an ivy-league college town. Rain or shine.

Daylight savings time begins @ 2:00am

Sunday, April 2

A19 65±MI "A" TRAINING RIDE #10 9:00AM
Leader: Herb Dershowitz (212) 929-0787 From: The Boathouse. We head north, up and across Nanny Hagen Rd, for a brunch stop at the Thornwood Diner. Then we figure out the best way to get back home.

B15 60MI HISTORIC DINERS OF WESTCHESTER #3 9:30AM
Leader: Dick Goldberg (212) 874-2008 From: The Boathouse. Maybe not the diner in Elmsford. Maybe a picnic. Maybe nobody's hungry after Hernia Hill and its bigger brother.

C12 40MI SPRINGTIME IN NEW JERSEY 10:00AM
Leader: Sandy Gold (212) 873-7756 From: The Boathouse. Join me in celebrating spring with a ride up to Piermont. We'll take my scenic backroads route both going and returning and hopefully be treated to the first buds of the season. Lunch at my spot on the hill in Piermont. Helmets, spare tube required. The usual cancels.

PBP 200K PARIS FEVER #1 7:00AM
Leader: Miguel Vilaró (718) 789-0325 From: The Boathouse. PBP as in the event, and K for "mileage" à la Française. We'll go to the Olympic Diner in Putnam County, in preparation for the first Brevet of the season (for some) in Maryland next weekend. Come and see how fit you are for this mileage after your March training. As in PBP, nothing cancels.

Saturday, April 8

A19.5 70MI "A" TRAINING RIDE #11 9:00AM
Leader: Rob Kohn (718) 369-1237 From: The Boathouse. By this point in the series we should be able to put together a smooth pace-line for a ride up to Armonk. Just in case the pace is overly ambitious for your form, hitch a ride back with Lisa (see below).

A18 65+MI ARMONK 9:00AM
Leader: Lisa Davis (212) 338-9878 From: The Boathouse. Easy spin through Westchester; scenic ride to Armonk with some hills, fast route home. Precip or temp below 32° at start cancels.

SIGA 75MI "A" SIG #6 - TO OYSTER BAY: DOUBLE THE PACE PLEASE 9:00AM
Leaders: Ed Fishkin (718) 633-3038 & Mary Allen (212) 666-6844 From: The Boathouse. The beauty of a double rotating paceline is unsurpassed in cycling. As we blast out to Oyster Bay spectators will be awestruck and stopped in their tracks as they're sure one of us must be Miguel Indurain. Today you will master the double rotating paceline and never look back again. Temp below 34°, tropical storm, or volcanic eruptions postpones until tomorrow.

SIGB13/14 45/58MI "B" SIG RIDE #6 9:15/10:00AM
Leaders: Irv Weisman (212) 567-9672 & Gene Vezzani (212) 875-1615 From: The Boathouse (9:15)/GW Bridge Bus Terminal (10:00). We continue to cover elements of Effective Cycling. Previous participation is mandatory. Raindate: April 9.

C12 40/44MI TOUR OF THE ISLANDS I: CONEY ISLAND 10:00AM
Leader: Peter Hochstein (212) 427-1041 From: The Boathouse. To Brooklyn via 3rd Ave. If group whim permits, we may go on to Sheepshead Bay for a picnic or diner lunch. Otherwise, it's hot-dogs at Nathan's. Home via Ocean Parkway.

SIGC11 40MI "C" SIG #6 9:00AM
Leader: Geo Carl Kaplan (212) 989-0883 From: The Boathouse. We're headed over the GW to Bergen County for today's ride. Restricted to prior participants. Raindate: April 9.

Sunday, April 9

A20 55MI "A" TO "B" RIDE 9:30AM
Leader: Mark Martinéz (212) 496-5518 From: The Boathouse. As in "A" ride to Company B's Pub in Orangeburg for a toast to celebrate today's Paris-Roubaix classic. Join us on a spirited ride, followed by good food, great brews and an easy cruise. Sample quality microbrews while learning the finer points of the brewmaster's art. Toss around phrases like "pleasantly bitter," "chewy texture," "malty finish" ... or not. Relaxed pace & short route for return. Rain at start changes

Club Rides

to Manhattan brewpub excursion. Call leader on morning of ride for details of rain option. Duff drinkers need not apply (Dohh!). NOTE: "A" training ride #12 has been postponed to next year. Take a break and come have a brew instead! (Burrup!)

A19 65MI HUNTINGTON GRIMPEUR #1 8:00/10:00AM

Leader: James Rosar (516) 421-5164 From: The Boathouse (8:00)/ Syosset Railroad Station(10:00). Ride starts in Syosset. This is the perfect PBP training ride. Playfully meandering around NW Suffolk, this ride is guaranteed to challenge and entertain the most accomplished cyclist with a wide variety of neighborhoods & terrain. Low gears are seriously recommended, but don't be intimidated, this month's is a get acquainted, no-drop group ride. The leader will escort a small group from the boathouse at 8:00 to catch the LIRR. 50% or greater chance of rain cancels.

B16 42MI "B" TO "B" RIDE 9:30AM

Leader: Clif Kranish (212) 473-6745 From: The Boathouse. "B" as in "B" ride to Company B's Pub in Orangeburg, NY. See "A" to "B" ride above for details.

C7 17MI THE POLITICAL BRONX NOON

Leader: Paul Rubenfarb (212) 740-9123 From: NE corner 181 Street & Ft Washington Ave (A train). The Bronx was America's most planned county, with 40% of it's area in parks. We'll peruse some of the class struggle that acquired these public amenities, including Trotsky's house on Vyse Ave and the hammer and sickle on the garment union projects. Rain or shine.

Tuesday, April 11, 6:00 p.m.
NYCC Meeting at
O'Hara's 120 Cedar St.
All Rides and Bulletin material due!
 see back page for details.

Saturday, April 15

A20+ 55MI "A" TRAINING RIDE #13 8:45AM

Leader: Alan Resnick (212) 794-1109 From: The Boathouse. We're going to cut back the mileage a bit in order to get back at a reasonable hour this holiday weekend. Maybe we'll throw in some speed work to compensate for missing miles on a straightforward ride to Nyack. I'm a CRCA Marshal this morning, so be ready to roll out post-race.

A19 105MI CENTURY OF THE MONTH #4 8:00AM

Leader: Marty Wolf (212) 935-1460 From: The Boathouse. To: New Canaan, Ct. The prettiest, hilliest century I know. If rain cancels, call. Ride may be rescheduled to tomorrow.

SIGA 40MI "A" SIG #7 - HOW FAR IS MT KISCO? 8:30AM

Leaders: Mary Allen (212) 666-6844 & Keith Goldstein (212) 982-9461 From: The Boathouse. OK, we have our pacelining skills down rock solid and we are ready to roll. Let's roll up to Mt. Kisco and put on those miles. You are ready for it! Precip or temp below 32° at start postpones until tomorrow.

B15 45/50MI WHAT'S TO SEE IN SEA CLIFF? 9:30AM

Leader: Jim Babbitt (718) 296-0027 From: Queens Blvd & Union Tpke. An easy paced ride on some pretty roads. Destination: deli in Sea Cliff for a picnic lunch.

C12 30MI NATHAN'S 9:00AM

Leader: Liane Montesa (212) 534-5736 From: City Hall. Flat, easy ride to Coney Island for hot-dogs and fries. We'll work up an appetite, but no hot-dogs allowed!

SIGC11 45MI "C" SIG #7 9:00AM

Leader: Geo Carl Kaplan (212) 989-0883 From: The Boathouse. We head over the GW to Bergen County for today's lesson. Restricted to prior participants. Rain date: April 16.

Sunday, April 16

A20 50MI "A" TRAINING RIDE #14 9:00AM

Leader: St. Nick (212) 555-XMAS From: The Boathouse. I'm off today, but my regular riding partner is hopping around with a bunch of colored eggs. So join me on a ride that will end up considerably south of my usual North Pole diner. Bring your own reindeer if it snows.

B16 55MI NYACK AND BACK 9:00AM

Leaders: Mitch Yarvin (212) 769-2637 & John Silvers (212) 794-4692 From: The Boathouse. Easter Day bunny cruise to our favorite city. Lunch at the Runcible Spoon. Precip or temp below 45° cancels.

B14 45MI 20TH ANNUAL CHERRY BLOSSOM RIDE 9:00AM

Leaders: Irv Weisman (212) 567-9672 & Maggie Clarke (212) 567-8272 From: The World Trade Center. Meet at the top of the escalator leading the the PATH train. Ride through blooming Branch Brook Park to a gorgeous display of multi-hued cherry blossoms in Bellville. Lunch in and a visit to Little Falls, then back to NYC via the GW Bridge and several demanding hills. Low gears or good walking shoes advised. Bring S1 and PATH bike pass. 60% chance of rain; predicted high temp less than 40° cancels.

C7 19MI BEDFORD STUYVESANT - BROWNSTONE SONATA NOON

Leader: Paul Rubenfarb (212) 740-9123 From: Front of Brooklyn Museum (Eastern Pkwy stop on 2 or 3 train). Bedford - Stuyvesant saw erected in the early century America's most audacious art nouveau influenced brownstone apartment blocks, as well as many miles of purple, tan, pink, to yellow townhouse brownstones. Rain or shine.

Saturday, April 22

A20 80MI "A" TRAINING RIDE #15 8:30AM

Leader: Pete Negron (718) 884-4324 From: The Boathouse. Ride through hilly terrain in scenic Riverdale along the Hudson. Lunch stop in Ossining at the Highland Diner (unless we get 'sigged' out) and then on to Croton-on-Hudson.

A18 70MI (RELATIVELY) FLAT WAY TO NEW CITY 9:00AM

Leader: C.J. Obregon (212) 896-6614 From: The Boathouse. I'll do my best to avoid the hills as we head out to "Good Times." Remember to bring your helmets.

SIGA 84MI "A" SIG #8 - CROTON DAM 8:00AM

Leaders: Christy Guzzetta (212) 595-3674 & Keith Goldstein (212) 982-9461 From: The Boathouse. Early start! Lots of miles, lots of hills, lots of damns! We'll dead north on Rt 9 to Ossining for breakfast at the Highlands Diner—36 miles away. East to Croton, around the reservoir and south for home. 2 stops, 1 million hills, 84 long miles. Be ready. Very bad weather cancels till tomorrow.

B16 60±MI NO, NO 9W 9:00AM

Leader: Karin Fantus (212) 873-5559 From: The Boathouse. Nyack, the longer hillier way. The ride north is long, so bring pocket food.

Club Rides

Lunch at the Skylark. Temp below 40° cancels.

SIGB14/15 50/63 "B" SIG RIDE #7 9:00/9:30AM
 Leaders: Irv Weisman (212) 567-9672 & Gene Vezzani (212) 875-1615 From: The Boathouse(9:00)/GW Bridge Bus Terminal(9:30). We continue to cover elements of Effective Cycling. Previous participation is mandatory. Raindate: April 23.

C14 40MI PEDALERS PROGRESS 9:00AM
 Leaders: Mitch Yarvin (212) 769-2637 & John Silvers (212) 794-4692 From: The Boathouse. Up to Piermont Harbor for a scenic harborside lunch and return to NYC. Rain or temp below 45° at start cancels.

SIGC12 45MI "C" SIG #8 9:00AM
 Leader: Geo Carl Kaplan (212) 989-0883 From: The Boathouse. We continue today making our way to Westchester. Restricted to prior participants. Rain date: April 23.

Sunday, April 23

A20 80MI "A" TRAINING RIDE #1 8:30AM
 Leader: Ellen Richard (212) 213-4616 From: The Boathouse. We end the "training" phase with a ride up South Mountain Road. Then time to shift to the big ring for a return cruise down Saddle River.

A19 65MI HUNTINGTON GRIMPEUR #2 8:00/10:00AM
 Leader: James Rosar (516) 421-5164 From: The Boathouse (8:00)/Syosset Railroad Station(10:00). See April 9th description for details. 50% or greater chance of rain cancels.

B17 45MI KINGSLAND POINT PARK 9:30AM
 Leader: Carlos Cardona (212) 581-2858 From: 242 Street & Bway (last stop 1/9 train). Gorgeous, very hilly ride through Westchester to park for picnic. 30 hilly miles to lunch, 15 blazing miles back. Rain at start or more than 60% chance of rain cancels.

C9 30MI OUTDOOR ART OF NEW YORK :30AM
 Leader: Jay Jacobson (914) 359-6260 From: The Boathouse. Sculpture, statues, architecture and a little history. You "A"s & "B"s have been "zooming by" some of the greatest treasures in the world without even noticing them. Now's your chance to slow down and take a look! Frequent brief stops to look at the highlights-no long profound lectures.

C7 18MI MORRISTOWN 19TH CENTURY NJ INCARNATE NOON
 Leader: Paul Rubenfarb (212) 740-9123 From: Street Plaza in front of Hoboken PATH waiting room, from where we take RT NJ Transit train. (Get pass from NJT at Penn Sta. 201/491-9700). No ifs, ands, or buts, little Joisey built America's grandest mansions, and they went on and on, covering whole square miles, as in revolutionary war—distinguished Morristown. Rain or shine.

Saturday, April 29

A19-21 100/110MI BEAR MOUNTAIN OR BUST! 8:00AM
 Leaders: Rich Borow (212) 866-1966 & Steven Britt (718) 204-4970 From: The Boathouse. No more excuses, it's time to cross the 100 mile mark on a ride that may preview some of the roads to be used for the September NYCC Century. Be prepared to put in a few extra miles if you want to head up Perkins Drive. We recommend 2 water bottles and pocket food to help get you through the ride. Crummy weather - call leaders to see if the ride is postponed until tomorrow.

A18 60MI NYACK OR BUST! 8:00AM
 Leader: Richard Kaufman (212) 864-3665 From: The Boathouse. Not

ready for a trip to Bear Mountain? Then let's go with the century group up to the bridge and then find our own way to Nyack.

SIGA 85MI "A" SIG #9 - HOW HIGH IS ARMONK? 8:00AM

Leaders: Mary Allen (212) 666-6844 & Kristi Roberts (212) 229-9804 From: The Boathouse. Just in time for Mary's birthday and as each year brings new heights, let's climb. We will be learning the techniques of climbing. The better you become, the more fun it is. To the hills! Rain date: April 30.

B15 50/60MI NORTH SHORE RAMBLE 9:30AM
 Leader: Jim Babbitt (718) 296-0027 From: Queens Blvd & Union Tpke. Once again, I'm headed for LI: Bayville or Oyster Bay.

SIGB14/15 55/68 "B" SIG RIDE #8 8:30/9:00AM
 Leaders: Irv Weisman (212) 567-9672 & Gene Vezzani (212) 875-1615 From: The Boathouse (8:30)/GW Bridge Bus Terminal (9:00). We continue with Effective Cycling. Previous participation is mandatory. Raindate: April 30.

SIGC12 50MI "C" SIG #9 9:00AM
 Leader: Geo Carl Kaplan (212) 989-0883 From: The Boathouse. We continue today making our way to Westchester. Restricted to prior participants. Rain date: April 30.

C12 30MI TALLMAN PARK - THE NICE WAY 9:30AM
 Leader: Don Passantino (718) 446-9025 From: GW Bridge Bus Terminal. April showers bring May flowers. Ride past some beautiful estates in Englewood, NJ on the way to Tallman. Picnic in the park. I'll bring the tablecloth. Rain cancels.

Sunday, April 30

A18.5 58MI WHITE PLAINS VIA THE SHORE ROUTE 9:00AM
 Leader: Richard Rosenthal (212) 371-4700 From: The Boathouse. Do you know any children you want to pick up in Scarsdale and ride the last five miles with to brunch at the Flagship? I do. You don't? OK, so you ride ahead and I and my young friend will meet you. In case of rain, we'll build and true wheels.

B15 55MI SYOSSET LOOP 9:00AM
 Leader: Miguel Vilaró (718) 789-0325 From: The Boathouse. We'll take Queens Blvd and the LIE service road to Syosset and do a loop there. Lunch at the diner—hopefully in time for their grand re-opening.

C 25+MI BIKE THE BAY 10:30AM
 Leader: Richard Fine (914) 429-5361 From: Floyd Bennett Field in Brooklyn at Ranger Station on left side at Flatbush Ave before Marine Bridge. Explore FBF and circle through Riis Park, Rockaways, and visit the bird refuge. Bring or buy lunch. Joint with educators for Gateway and T.A.

C9 30MI OUTDOOR ART OF NEW YORK PT II 8:30AM
 Leader: Jay Jacobson (914) 359-6260 From: The Boathouse. Continuation of April 23rd ride. After meeting at the boathouse, we will immediately proceed to the point where we left off last Sunday. (Completion of the April 23rd ride is NOT a prerequisite for this ride!)

C7 23MI VICTORIAN ORADELL - 'OUR TOWN' IN NJ NOON
 Leader: Paul Rubenfarb (212) 740-9123 From: NE corner of 181

Club (and other)Rides

Street & Ft Washington Ave (A train). Thornton Wilder's dramatic poem to Victorian village life, *Our Town*, was a depiction of Peterborough, NH. Oradell, NJ is metro NY's closest simulacrum of Wilder's motif. Rain or shine.

RIDE PREVIEWS

Saturday, May 6

A19 90MI RETURN TO THE EGGS 8:30AM
Leader: C.J. Obregon (212) 876-6614 From: The Boathouse. Bring your helmets on this ride to Little Neck & Great Neck, as we search for Jay and Daisy.

SIGA 90MI "A" SIG #10 - BEDFORD 8:00AM
Leaders: Paul Leibowitz (718) 858-9742 & Doug Bixby (212) 366-1879 From: The Boathouse. Putting it all together today. We are knocking on the door of "A"-dom. Double pacelines, pounding up hills, all the day long. Today it's a dress rehearsal. Be ready! North through White Plains to Bedford. Then, head towards Greenwich before home. Not much cancels today—call leaders if unsure.

SIGB14/15 62/75 "B" SIG RIDE #9 8:15/8:45AM
Leaders: Irv Weisman (212) 567-9672 & Gene Vezzani (212) 875-1615 From: The Boathouse(8:15)/GW Bridge Bus Terminal(8:45). We continue to cover elements of Effective Cycling. Previous participation is mandatory. Raindate: May 7.

C14 65+MI OYSTER BAY 9:30AM
Leaders: Karen Sherman (212) 867-5145 & Peter Morales (718) 833-4370 & Cynthia Cryan (718) 875-6501 From: The Statue of Civic Virtue (Queens Blvd & Union Tpke). An old-fashioned Spring ride to Long Island's scenic cycling mecca.

SIGC13 55MI "C" SIG #10 9:00AM
Leader: Geo Carl Kaplan (212) 989-0883 From: The Boathouse. It's back to Bergen County today. Restricted to prior participants. Rain date: May 7.

Sunday, May 7

A19 70MI POTATO KUGEL RIDE 9:00AM
Leader: Andrea Goodman (212) 254-1717 From: The Boathouse. Strictly Kosher ride to the Glatt Spot in Monsey. Instead of South Mountain Rd after lunch, we'll hammer South on East Saddle River, then Jersey 500's (502,501) home. Cue sheets provided for faster riders who are welcome to go off the front. For the slower ones off the back, we'll be waiting in Monsey with knish in hand. Not too many hills—you know me...

C7 20MI JACKSON HEIGHTS' RED-LIGHT DISTRICT NOON
Leader: Paul Rubenfarb (212) 740-9123 From: Front of Brooklyn Museum (Eastern Pkwy on 2 or 3 train). America's turn-of-the-century ragtime song is full of references to that era's bawdy-house districts, which mirthless Woodrow Wilson later shut down. Today's Jackson Heights, recently honored with landmark status, has seen a revival of this vivacious red-light genre. Rain or shine.

Saturday, May 13

SIGC14 100K "C" SIG #11 9:00AM
Leader: Geo Carl Kaplan (212) 989-0883 From: The Boathouse. It's Graduation Day! We'll prove we can do a century! A metric century

*** * * To lead a C-Ride in May * * ***
call Linda Wintner at 212-876-2798

that is. We head to Rockland Lake. Rain date: May 14.

Saturday May 20 and Sunday May 21

A17-22+ 250MI TWIN CENTURY OF THE MONTH #5
Leader: Marty Wolf (212) 935-1460. In our version of the Montauk Century, we bike out on Saturday and return home on Sunday. (Sunday's return will be on the same road used by the one-way century riders so we can see our friends!) Call leader to reserve space and motel info.

Sunday May 21

A22+ 125MI THE MONTAUK EXPRESS 5:30AM
Leader: Rich Borow (212) 866-1966. From: The Plaza Hotel (5th Ave & 59th St). Last year's group was running smoothly until we started to run out of gas at about the 85 mile mark. This year the SIG graduation ride has been moved up a week, so we expect a few "siggies" to help power our group to the finish. See club bus details elsewhere in this bulletin.

A19 125MI THE MONTAUK LOCAL 5:00AM
Leader: C.J. Obregon (212) 876-6614. From: The Plaza Hotel (5th Ave & 59th St). We start out a half hour earlier than the other group in order to enjoy a leisurely breakfast at a diner. Let those other folks hammer, we'll get there (eventually). Note: we leave at 5am, so if you plan to go back with the 5BBC, you'll need to get someone else to put your bags on their truck.

NYCC 1995 BERKSHIRE WEEKEND

Memorial Day: Fri. May 26 - Mon. May 29

A, B, and C riders: Come spend a fantastic holiday weekend with your New York Cycle Club friends, riding in the beautiful Berkshire Mountains. (Did someone say "MOUNTAINS"?) The riding is spectacular and of course NYCC members are fun, talented, smart and goodlooking - that's us. Call Ed and Mary Allen for details. Space fills up early
First come, First Spin (212) 666-6844

OUT OF BOUNDS

TRAINING IN PROSPECT PARK

Organizer: Miguel Vilaró (718) 789-0325. Join me and others from years past go up and down the terminal moraine of this park in Brooklyn. These training rides will take place during the week, early in the morning. We'll divide the group according to speed and handling skills. Call for details.

CRCA WOMEN'S CLINIC FOR RACERS AND-NON-RACERS

April 15. Meet at 6:15 a.m for discussion. Ride at 7:00 a.m. Call Stephanie Jackenthal (212) 769-8718.

Saturday May 6

CJBC FARMLANDS FLAT TOUR 100K/50M
Call Steve Britt for info (718) 204-99470.

Sunday May 21

A/B/C 25MI, 75K, 100K
SOUND CYCLISTS/BLOOMIN' METRIC '95 7:00-9:00AM
From: Westport Railroad Station/Luciano Park, CT. Sound Cyclists' 18th Annual tour along the beautiful scenic roads of Fairfield County, Connecticut. Maps, cue sheets, well-marked routes, sag, plenty of food, water, restrooms. T-shirt to first 1500 pre-registered riders. Helmet required. \$13.00 before May 15, \$16.00 after. Part of proceeds help Connecticut Safe Kids. Call (203) 254-8757 for Sound Cyclists' Voice Mail System, leave name and phone number. By mail, Sound Cyclists' Bicycle Club/Bloomin' Metric'95, POB 591, Trumbull, CT 06611-0591.

Club (and other) Rides

Sun. June 4 through Sat. June 10

LAST CHANCE!!!

TOUR DI TUSCANY:

A+/B+ ride through Tuscany. 50-85 hilly mpd, 3 star hotels, bkfst, dinners, van support, maps, cue sheets, bilingual leaders. Cost approx. under \$1000 excluding airfare. ONLY A FEW SPOTS REMAIN. Call Lori Vendinello or Howard Turoff for more details or to reserve your place. New phone number: (212) 995-8244.

Saturday June 10 and Sunday June 11

AMERICAN LUNG ASSN. ESCAPE TO THE COUNTRY

If you are looking for a cycling adventure, join the American Lung Association of Brooklyn for its 14th annual "Escape To The Country" Bike Trek. Choose between 50 or 100 cycling miles in two days in beautiful Pennsylvania Dutch country. The Lung Association provides bus transportation to and from Pennsylvania, lodging for two nights, two breakfasts and dinner on Saturday night, experienced leaders and support vehicles. For more information call Ed Fishkin at (718) 633-3038.

Friday, Saturday, Sunday July 21, 22, 23.

THE FIRST ANNUAL NEW YORK CYCLE CLUB MIDSUMMER'S DREAM RIDE:

A/B/C RIDERS

A special cyclists' weekend at Club Getaway in Kent, Ct. All inclusive weekend includes daily planned rides of all levels in gorgeous countryside around Kent, including Candlewood Lake and Litchfield Hills. Healthy & plentiful group dinners Friday & Saturday, Sunday pre-departure BBQ, huge breakfast buffet, post-ride snacks, optional RT bus transport for you and your bike (or train to Danbury and ride the rest). Lake swimming, sailing, water-skiing, volleyball tourney, hoops, in-line skating, massage, evening coffeebar, karaoke, dancing, workout equipment, tennis, golf, more... Other area bike clubs also invited.

MONTAUK BUS RESERVATION

The NYCC has reserved two busses to transport you and your bike from Montauk back to New York City after the Montauk ride on Sunday, May 21. There will be ample snacks and drinks on board to restore you after your ride. The cost is \$30.00 per person. Reservations accepted until April 25 only, so send your check in now with this coupon.

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Fax _____

Number of persons _____

Amount of Check _____

**Mail to: New York Cycle Club - Montauk Bus
P.O. Box 199, Cooper Station, N.Y. 10276**

4 persons to each renovated cabin with private bath and daily maid service. \$249 per person. 2 person cabins at supplemental cost. Call 1-800-6-GETAWAY or Lori Vendinello (212) 995-8244 for more info.

ATTN: POTENTIAL RIDE LEADERS: If you'd like to scout a ride for this weekend, you're invited for a free weekend stay to do so. Contact your ride coordinator for arrangements.

Sat. July 1 - Thur. August 31

A BIKE/CAMP IMMORTAL CUBA!

A/B ride level, 45-55 mi. daily. Hemingway-rugged odyssey on the world's resplendent isle, will bike over primordial rain-forested Baracoa, Escambray, Sierra Maestre and Pinar del Rio mountains. Thrill to refulgent cities of Santiago, Trinidad, Cienfuegos, Sancti Spiritus, Cardenas, Havana, etc. RT airfare (change Miami) c. \$400. Daily expense for food, etc. \$15. Call Paul "Ernesto" Rubenfarb (212) 720-9123.

August 17 through August 28

DAVID TOURS THE ALPS

Spectacular picturesque tour in Switzerland and Italy. Quiet roads, challenging climbs, thrilling descents. 2 rides most days, designed for "A" and "C+" capabilities. Price: \$2,150 Includes: air fare, 3 or 4 star hotels, breakfast and dinner daily, minivan for luggage transport. David Schlichting (516) 482-3423.

THE NYCC NEEDS YOU TO LEAD A RIDE IN MAY

Call your ride coordinator before April 11.

A-Rides: Rich Borow (212) 866-1966 B-Rides: Gene Vezzani (212) 875-1615

C-Rides: Linda Wintner (212) 876-2798

TOGA BIKE SHOP

invites all our friends in the
New York Cycle
Club to our

**GIANT
ANNU-
AL
SPRING
SALE**



continuing through **April 14**

Tttttt Oooooo Gggggg Aaaaaa

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

From the Boathouse

THE BOATHOUSE

APRIL 1, 1995

Fifty-four members of the New York Cycle Club were at the Boathouse in Central Park on Saturday, March 4, at 9 AM, in the snow and rain and low thirties temperature, to begin the 1995 SIG Series. I wonder how many other recreational cycle clubs could do that? At any rate, after self congratulations are complete, the SIGs are off and running and successful! Selah!

When you leave the Boathouse for a ride, and you are heading towards the 72d Street exit from the Park, do you ride in the wrong direction? What's he talking about? I'll tell you! As you know the NYCC has been meeting for some time with the New York Road-runners and the New York Inline Skaters to develop a program to increase safety and provide for compatible use of the Central Park Roadway by cyclists, skaters, runners and even pedestrians. One of the more obvious solutions is that all should travel in one direction—counter clockwise—the normal

direction in this country. So, if you are heading out to Fifth Avenue and 72d Street either go by way of the 90th Street Park exit, or walk your bikes to 72d Street and the Park Drive. Please!

How many of you are up on the proper method of leading a group in a left turn on a four lane road? No, this is not a lesson in ride leading technique—just a reminder that when you are traveling south on 9W in Englewood Cliffs and preparing to turn left (east) on Palisades Avenue there is a green arrow indicating when the turn should be made—be careful - the arrow is of very short duration!

Speaking of 9W: We have just been informed, by a reliable source—that the surface of the Palisades Interstate Parkway, which parallels 9W, will be repaved for the first time in 32 years beginning in July. The parkway will be blocked up at various times and for varying distances from the George Washington Bridge to the New York State line. Expect to see heavier and angrier traffic on 9w as a result. Caveat Cyclists!

by Geo Carl Kaplan

The Montauk Century is Sunday May 21, and the NYCC as hired buses to bring our members and their guests back to Manhattan. The cost is \$30.00. Elsewhere in this bulletin is a coupon and complete instructions on how to reserve a place. Get your checks in promptly. Space is limited!

Speaking of checks: if you haven't renewed your membership you will not get any more bulletins...unless you send in your check NOW! March 31 was the cutoff date for continuity of 1994 membership and bulletins. The 1995 NYCC Roster will be published in May, so act now.

So, back to rides: we'll rocket out to Montauk on the 21st and the following weekend is the NYCC Memorial Day weekend in Shefield. Have you contacted Mary Allen for the list of available bed and breakfast? Then you can make your reservations. This year dinner reservations have to be made and paid for in advance. Call Mary Allen for details.

See you on the Road!

Alphabet Soup

Common Sense Continued

There were a couple more topics that I wanted to mention last month but didn't. So here they are.

Mount Everest Anyone?

Many times hill climbs turn into free-for-alls with everyone climbing at a different pace. This is to be expected and many will jockey early for the front of a group just prior to a climb. The problem that exists here is the spillover across the road as people pass others in bunches, resulting in 3, 4, or 5 across the road on the climb. There is no common sense in this, this is downright dangerous, not to mention illegal. You are better off calling out your intentions and having a single passing line on the left while the slower 'traffic' stays as far right as they can. The heavier the use of the road by motorized vehicles, the more thought and care should be used in a situation such as this.

That Guy Just Cut Me Off

It's easy to scream and yell and flip a motorist the bird after maneuvering like an adolescent on drugs but it's better to keep your cool and give them a friendly wave

(while uttering something foul under your breath). Let them know you're there, but don't give them fuel to fire the negative press cyclists get. Also be aware of the area you are in. Do these motorists regularly see cyclists? If not, don't expect them to treat you like a legal vehicle.

Let's Stop For Lunch

Sooner or later you have to eat. Usually it's en masse. (Hey, why do you think we cycle!) Yes, you are a paying customer, but how are you affecting the other customers or pedestrians passing the store. Are your bikes blocking the entrance, leaning on a glass window, hindering sidewalk traffic? All these add fuel to the fire. Here is another obvious situation where common sense should be used wholesale. Keep the peace. Your decisions directly impact the next cycling customer.

Share And Share Alike

Even though we would like to believe that the roads out here are exclusively for us cyclists, we have to remember that we share the roads, the sidewalks, the stores and the restaurants with the rest of the communities we come in contact with. We can't expect a

motorist to change his/her attitude concerning us cyclists if we cyclists cannot change our understanding of the whole pedestrian/vehicle community. Everyone is entitled to their fair share of the road. Many times I notice how we hinder ordinary traffic. We are lucky that this poorly rated metropolitan cycle-friendly area tends to have some rather biker friendly areas. Let's make sure we don't lose that. As they say with the horses, "Bet with your head, not over it." For us bi-wheelers it could easily translate to "Ride with your head (and helmet), not under it."

"A" Rides Are For "A" Riders

This may sound foolishly easy, but many people don't seem to understand. Group riding skills (pacelining,...) are required for "A" rides. If you have little experience in a paceline you shouldn't be doing "A" rides. You should be doing the SIG to learn the skills. Otherwise, the paceline becomes dangerous and you may cause an accident—and not even know it was your fault! Please, use some common sense here.

That's all for now. The weather's terrific!

See you on the road.

Welcome to 28 New Members for April 1995!

Myra Alpersen
Stephanie Babich
John Bermudez
Robert Bruce
Claudia Citkovitz
Noreen Coyne

Enrique Cubicco
Stephanie Davis
Shelley Faldetta
Andrea Fixell
Sarah Gross
Ruben Hernandez

Trudy Hutter
Douglas Kalb
Joanne LaMorca
Benjamin Leung
Harold Levine
Larry Moorehead

Jeremy Moyler
Karen Moynihan
Don O'Brosky
Julienne Pollitt
Norman Rosenblum
Ann Schnoeybos

Robert Shroko
Debbie Stelnik
Gary Wachler
Randy White

"A" notes

by Rich Borow

As described in the ride guidelines on page 2 of the bulletin, "A" riders are expected to exhibit "advanced bike handling ability including paceline skills." So, for the benefit of the "A" riding audience, here's a few paceline reminders to keep our rides fast and safe: I know we're all a bit rusty this early in the season, but keep in mind that all riding in the paceline should be steady, smooth and predictable.

Steady does it

Any speed adjustments should be made gradually—don't abruptly pick up or slow down the pace without warning. This includes transitions to climbs and downhill.

Avoid sprinting away from stop lights. Roll out slowly so everyone has a chance to clip in and regroup before moving up to speed.

Keep pedaling in the paceline! Any hesitation in your foot action is telegraphing the person behind you that you're preparing to slow down or stop, leading that person to do the same to back off your wheel. This leads to the dreaded accordion effect in the line, with everyone constantly speeding up or slowing down, rather than maintaining a steady tempo. (Of course it should go without saying that you do stop pedaling when you are preparing to slow down or stop.)

Avoid letting excessive gaps open up in the line. You generally want to maintain a distance of roughly one to two feet behind the wheel in front of you in order to receive full benefit of the draft of the rider ahead. You'll see experienced cyclists ride closer if they're confident of their riding skills and those of the rider(s) ahead; the distance between riders should increase considerably on fast descents or behind unsteady cyclists.

Stay Alert

Don't become hypnotized by staring at the wheel in front of you. Use your full range of vision to scan what's going on up ahead and to the side, while gauging your distance from the rider in front. Also keep your ears open for telltale sounds of wheels hitting potholes, brakes screeching or approaching vehicles. If you hear what sounds like an accident behind you do not suddenly turn around to look back—you could cause a crash by plowing into the rider ahead of you.

Perhaps the most basic paceline rule is not to overlap wheels with the rider ahead of you. If he or she swerves or adjusts their line and hits your front wheel, you're likely to end up on the pavement. To avoid wheel overlap, attempt to maintain a pace and cadence similar to the riders up ahead. If the rider in front is a squirrel, back off a bit in order to be able to keep your own steady tempo for the benefit of the riders behind you rather than passing sloppy riding habits down the line.

If you do find yourself creeping up on the wheel ahead don't abruptly slow down or stop pedaling, but try one or more of the following: slightly lighten up your foot pressure on the pedals ("soft pedal"), lightly feather your brakes to pedal against the brake pad, and/or increase your wind resistance by raising your torso while moving slightly to the side and out of the draft of the cyclist ahead.

When you're the second person in the line and the person in front of you "pulls off" it is especially important that you maintain a steady pace. You may have to pedal a bit harder to compensate for increased wind resistance, but again, don't start sprinting off the front.

Know Your Limits

You are not obligated to spend as much time pulling at the

front as anyone else on the ride—ride within your abilities. Ideally in fast, rotating pacelines among riders of similar ability, the pulls should be kept short and sweet.

If for some reason you can't maintain the pace, never attempt to pull off by staying behind another rider pulling off. That will tend to confuse the rider pulling off in front of you and the rider in the third position behind you. Instead, exert a bit of extra effort to maintain the pace in the lead position, if only for a moment or two, until the rider formerly in the lead has cleared your back wheel. Only then should you pull off.

Anticipate, Communicate

When you're in the front make sure you keep your head up and your eyes open. Scan the road up ahead so you can gently adjust your line around road obstacles rather than swerving at the last minute. And if you're riding side by side in a double paceline, anticipate any evasive maneuvers that your partner is going to have to make, even if the obstacle is not directly in the path of your line.

Point or call out road hazards, but don't go overboard by screaming out a warning for every little pebble or bump you encounter. I've seen hand gestures on recent rides that were so excessive that the person threw themselves off balance and almost lost control of their bike. However, if you're further back in the line, don't assume that everyone behind you heard or saw the warning ahead—pass it on down the line.

Pulling Off

When pulling off the front, be sure to pull off and then slow down. Don't make the common mistake of slowing down before you pull off. It's also a good idea to quickly glance back under your arm (while maintaining your pace) to make sure the coast is clear before you move off to the side.

After you've pulled off the front, soft pedal to the back of the line. Ideally you want to drift to the back at a slightly slower speed than the main group. If you continue going too fast, you will be unnecessarily exposing yourself to the wind for too long, as well as dangerously prolonging the increased width paceline to traffic. If you drop back abruptly like a stone it will be more difficult to accelerate back up to speed as you try to slot in at the back of the line.

Go With The Flow

If you're feeling strong, it's not inappropriate to move in to fill gaps in the line. However, remember these are cooperative rides, not races, and there's no need to be overly aggressive. Always be careful that you're not cutting someone off or that another rider is not attempting to close the same gap that you are. Two riders attempting to occupy the same space can lead to unfortunate consequences.

On the other hand, if you're having an off day, there's no problem in staying in the back of the line and letting retreating riders from the front move ahead of you. In these situations it's not a bad idea to let the ride leader know that you're in danger of falling off the pace and what to do in case you are dropped.

Rest assured that we all have had our bad days and have made our share of ill advised moves in the paceline. But, by using our heads as well as our legs, we can minimize the number of road rash episodes to be dutifully reported by Lou. And if you have any questions, don't be hesitant to ask any of the more experienced "A" riders in the club—most of them don't bite and a few actually know what they're talking about (and have the scars to prove it).

Blowouts

by Lou S. Pokes

"I am pleased to announce my new address. I would announce it in person, but I seem to have lost my voice from yelling at the damn phone company, the damn utility company, the damn mailman, and those damn idiot movers. I can't find my telephone, and since all of my clothes are missing, I won't be leaving my new address for some time." If you couldn't guess this was from **Lisa Halle**, then you obviously haven't been yelled at by her.

While **Donna Slattery** and **Neville Mobarakai** may be returning to New York in a few months I doubt you will see Donna on a bike anytime soon. She's expecting their first child! Congratulations to both of you.

Congratulations also to **Lori Vendinello** and **Howie Turoff** (yes) who announced their long awaited (by Lori) engagement.

Speaking of Lori, we're reminded of the greased crank incident.

Caryl Baron was afraid that this would generate enough controversy to fill the Bulletin for months. She's probably right. Here's this month's episode. Sorry, Irv, but the general consensus among mechanics is that you do not grease the bottom bracket spindle/taper. This includes a representative of the bike shop accused of doing the deed, who has assured a member of the club that they were not responsible for greasing the part. So now the question is: who greased Lori's spindle? As we go to press, this reporter was unable to confirm rumors of "ace mechanic" **Ron Blount** working on the bike prior to the crank loosening incident. However, at last report Lori's bottom bracket and Lori's crank arm were again a (yes).

Last month **Media Watch** (oops!) reported on a jury that awarded a man who sued Bell Helmet \$215,000 for being injured while wearing one of their helmets. Only \$215,000! The plaintiff happened to be a lawyer himself. Obviously the jury didn't consider the victim's inability to continue practicing law to be a very severe injury.

For those of you who haven't already seen it, Scott Martin's Off The Back column in the March 1995 Bicycling magazine was about NYCC and TA member **Charlie Komanoff**. It talks about charging motorists for the true costs of driving. Maybe someday.

The first Saturday in March has officially been proclaimed Timing Day by **Geo Kaplan**. Even with the cold/drizzle/mist/snow 57 riders showed up to improve their skills on Geo's C Sig, **Gene Vezzani** and **Irv Welsman's** (no) B Sig and on the A Sig where four of the eight leaders actually came out.

The A Training Series also started the first weekend in March. The series is designed to start out slow and build to a century at a 22 mph pace. The first few rides actually made Club history as they went *slower* than the advertised pace! Never before have riders asked that the pace be picked up to the advertised pace. Reportedly, the A's were going 14 mph on a flat section of Route

505 in New Jersey!

Has anybody seen **Kristi Roberts** or **Doug Bixby** (no) lately? Have they made it back from the Northvale SIG ride yet? First they made a wrong turn in Old Tappan and then got lost in West Nyack. They couldn't find Churchill Road and wound up climbing some big hills to get back to the bridge. Finally, for a perfect ending to the day they got lost in Harlem when they mistook Amsterdam Avenue and Hamilton Place for St. Nicholas and Convent Avenues! At least those SIG riders who were in Kristi and Doug's group will be prepared for the longer distances in April and May as this 40 mile ride wound up almost 70 miles.

We finally found out where **Art Crowley** has been while the rest of the family has been doing PBP brevets. First it was a croquet tournament in Florida (Art and his wife Kit are outstanding croquet players) and then it was off to Hawaii for a tandem tour with Kit. Wait a minute; did I miss the issue of Bicycling magazine where they listed croquet as an excellent cross training activity?

Last month I reported on **Lee Kennedy's** accident. During the subsequent surgery, she had a rib removed and some titanium replacement parts put in. The good news is that she's recovering well. The bad news is there are rumors circulating as to where the missing rib might be.

Continuing the monthly restaurant reviews with the Celebrity Diner in Syosset will be easy. Don't go! They're closed. If and when they reopen you'll read about it here, assuming Rayna Franco tells me about it. One alternative is another diner, The Syosset House on Jericho Turnpike just east of South Oyster Bay Road, about one quarter mile past the Celebrity. Another alternative, for those with large appetites is the L.I.B.C. in Jericho. No, not the Long Island Bicycle Club, it's the Long Island Brewing Company. Sunday's from 11:30 to

2:30 they have an all-you-can-eat Brunch for \$15.95 including one drink or a Black Velvet or Shandy. The service was excellent and they welcomed cyclists. The food was worthy of the price, too, with omelettes to order, bagels and lox, waffles, french toast, cajun shrimp and many other choices. Best of all it's a true brewpub; they brew all their own beer. The special one day was blueberry beer. The only problem was riding home after all the food!

My apologies to **Paul Janus**. This section of the column is supposed to be the cycling proverb of the month. It's for postulates, axioms, precepts and maxims (not Vickers), not just quotes. Anyway, this month's proverb is from **Bob Moulder** who has personally spoken to Confucius on one of his trips to the Orient. Confucius say "Strong leg no match for knowledge of route."

We also have a quote this month. It comes from cover boy **Mike Samuel**. "You're so vain, you probably think Lou Pokes is about you, don't you." Well said!

Confucius say
"Strong leg
no match
for knowledge
of route."
"

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Back to Basics:

Winter's First Ride To Park Ridge

Cycling has fascinated me ever since I can remember. Perhaps it is that special sense of flight and effortless movement a cyclist feels when propelling through space on two wheels, that causes that fascination. Like running and skating, cycling requires no waiting on line or team organization. Like a lone ranger, you can just get on your bike and ride, whenever and for as long as your heart desires. But group riding, I've learned, is not for lone rangers.

It was with cautious apprehension that I joined the New York Cycle Club this winter. At 44, did this writer wait too long, I asked? When I received the club's newsletter for February, I decided to participate in one of the rides in order to get a better sense of my riding style. I called Kristi Roberts, my chosen ride's leader, before joining her 60-mile ride to Park Ridge Diner. Kristi is an aspiring racer and style "A" rider.

I arrived a few minutes prior to 9:00 a.m., wondering if I might be the only one to show up for the ride. Shortly, however, cyclists in colorful attire began gathering outside the boathouse in Central Park. One by one they filed on to the staging area on their flashy, famous and expensive road bikes. There were prestigious brands like Colnago, Atala, Basso, Cannondale and DeRosa. I lost count after about 30 cyclists. They traded stories about other club rides. They spoke about watching classical movies, like "The Mark of Zorro" with Errol Flynn, while exercising at home. I just listened, but greeted each rider with a smile and a "Good morning."

Communication

When Kristi arrived, she greeted all who were present and invited everyone to sign the sign-up sheet. At 16 minutes past the hour, we began rolling uptown in a snake-like formation. Although the scheduled pace for the ride was 20 m.p.h., the group warmed up first at a brisk but subdued pace. Safety was a paramount concern. Each rider wore a helmet, signaled, and pointed out hazards on the road, for instance: potholes, broken glass, manhole covers, pedestrians, and moving vehicles. Communicating your intentions to fellow riders is an important club function. I quickly adopted the signals of other riders and stayed alert. Equally important, I never even considered wearing ear phones while riding with the club, something I enjoy

doing when I ride alone.

Efficiency

Along the route, Kristi, as well as other members, pointed out that I was working too hard. They suggested I drop my gearing ratio to a 42/12 combination from 52/13, or 95" gear ratio. As a result, my cadence quickened, the resistance on the pedals declined, and my heart rate dropped dramatically from a stressful pace to a mild aerobic pace. I felt so comfortable in that cadence that I rose to the front of the line, rode through a couple of steady-red lights, neither signaling nor warning my fellow riders about approaching traffic. Kristi quickly pointed out that such behavior was unacceptable. I dropped to the rear of the pace line and began properly stopping with the group at red lights or busy intersections. A short time later, we crossed the George Washington Bridge in a long, stretched out line. At the New Jersey side, we regrouped.

Predictability

On Route 505, we headed north toward Montvale. I believe that my inexperience as a group rider made some riders nervous. Near an intersection where the group split, some turned right while the rest stayed on Route 505. I failed to signal that I was decelerating during a brief indecision about which way to go. Manuel, a fellow club member from the Republic of Santo Domingo, who was riding close behind, barely missed colliding into my rear wheel. Understandably, he reacted in a hot temper. "#?%@%, I'm never going to follow you again," he yelled. I felt terrible, but he was right. Predictability on the road is as vital as communication. Kristi suggested that it might be better to pedal against the brake than coast and then suddenly stop. I kept that suggestion in the back of my mind, apologized to Manuel, and practiced braking as well as filling in the gap between riders.

At the 20-mile mark, a signal vibrated throughout the paceline, "Flat! flat!" We came to a complete stop on the right shoulder of road, and traded stories and drank refreshments while the rider repaired the tire. During that 24-minute stop, Kristi suggested that I attend the NYCC's 11-week Progressive "A" special interest group (SIG) beginning on March 4. Kristi believes that my riding style is strong and certainly in the "A" category, but shared how beneficial that series was

by John O. Bermudez

for her a year earlier. She added that SIG covers topics such as bike fit, maintenance, bike handling, spinning, climbing, descending, cornering, pace lines, nutrition and clothing.

At 11:30 a.m., the group arrived at the Park Ridge diner. Once we secured our bikes to the railing of the diner's entrance, we occupied a long table facing a large sunny, rear window. Nearby customers appeared impressed to learn that we rode from New York City. However, our only interest was gorging on oatmeal, waffles and pancakes as well as exchanging stories about the trip, rather than engaging in prolonged conversation.

Group Dynamics

We departed the diner at 12:40 p.m. Following another brief rest to repair another flat tire, four riders decided to increase their pace on Route 9W south. The others on the ride prudently stayed with Kristi and kept their 20-m.p.h. pace. I decided to test my conditioning and took off behind the four veteran riders. While switching gears on a hill, however, they dropped me and moved firmly ahead about 200 yards. They outpaced me until they faded into the horizon. Alone, it became increasingly uncomfortable to attempt to close the wide gap that developed. I learned another important lesson. Weekend rides are not races. As a new member, I should have remained with Kristi and the others. Fortunately, those four riders waited at the entrance to the GWB for me as well as for the other members.

We arrived at the boathouse in Central Park by 3:07 p.m., where we capped the excursion with cups of hot chocolate. My first New York Cycle Club ride was complete, 57-to-60 miles and 3 1/2 hours later. I look forward to nailing down those basic lessons that I learned on this trip to Park Ridge, as well as joining the 1995 SIG next month. Thank you, Kristi and the New York Cycle Club for enabling this cyclist to realize a long and deeply-felt desire.

John Bermudez is a new member of NYCC who shares his newfound appreciation of the fine points of paceline riding for the benefit and safety of all members. We hope he's given up the headphones!



Preserve your assets — wear your helmet!

TopTen Tricks for Faster Riding

1. Buy a new bike, preferably custom made, of an exotic material like titanium.

2. Get your old bike repainted; you'll fool your friends into thinking it is a new bike, and if you have a new bike, you must ride faster.

3. Leave the Kryptonite lock at home.

4. Purchase lighter weight inner-tubes. After all, an ounce on the wheels is

like 2 ounces on the frame.

5. Replace all the steel nuts and bolts on the bike with titanium parts. You could reduce the weight of your bike by four ounces (more than 100 grams), for less than \$400 - and we all know that a minus one ounce is easily worth \$100.

6. Take the kickstand off.

7. Shave your legs.

8. Get one of those pretty new aero helmets, preferably white (to be

by the old crank

seen flashing by more easily.

9. Limit your alcohol consumption the night before you ride.

10. Follow Jody around Central Park three times three mornings a week.

Sadly, only the last two ideas are serious. Two glasses of wine will take about 2 miles an hour of my first half day. But, happily, training really will help: if you want to be stronger, ride, ride, and ride more, nothing else works as well (nor costs as little).

Advice for Newcomers

Newcomers sometimes find themselves trailing on Club rides and conclude that in order to ride faster and to climb hills more easily, they need to spend many hundreds of dollars for that magical "better bike" which will enable them to fly effortlessly over hill and dale and stay with the pack. My advice is, "Wait up, there are less expensive options to explore first." There is much that you can do to improve the performance of your present bike, and at very little cost. After you improve your present bike, and learn more about your riding strength and interests, you will be in a better position to plan your big purchase—in 1996, if at all.

To illustrate: I led a "slow" group from the July 4, '94 Club weekend at West Point back to NYC through Bear Mtn. Park, Seven Lakes Drive with its several hills, and finally through NJ suburbia with its hills on the way to the GWB. One woman wanted to join the group, but was concerned about the 70 mile because she had never ridden more than 50 miles in one day on her hybrid bike. However, I had noticed her riding style the day before. She climbed hills intelligently, making effective use of her wide range gears. She did not "attack" the hills by getting out of the saddle and mashing high gears. Rather, she maintained a steady cadence of 70-75 rpm and geared down on the hills, as needed, to maintain her cadence.

So, her riding technique was good, but her bike was inadequately set up. She thought her tire pressures were satisfactory because they felt firm to her. But I found them to be much too soft, and pumped them up to 80 psi, as checked with a tire gauge. Many people overestimate their tire pressures because they simply can't squeeze hard enough to make a good pressure determination.

A second deficiency was her saddle

height. It had to be raised 1 and 1/2 inches! A low saddle height reduces the force you can apply to the pedals, is potentially harmful to the knees, fatigues the quadriceps prematurely, and thus makes long rides difficult or unthinkable.

During the return ride itself, we controlled our early morning friskiness and kept the pace to a conservative speed suitable for a long ride. By not pushing our limits early in the ride, we retained comfortable endurance all day long, and arrived at the GWB in good shape and in surprisingly good time for a "slow" group. As for our newly-adjusted rider, she reported less fatigue and stiffness the next day than I did.

I've just suggested three very simple ways for making your riding more effective and comfortable.

1) Inflate your tires to the value shown on the sidewall, at least 75 psi, or more (many road tires inflate to a max of 120 psi), for road riding. Use a pressure gauge, or better yet, use a floor pump with a built-in gauge before every ride. Frame mounted bicycle pumps are primarily for emergency use, and generally will not enable most people to attain pressures of 80 to 100 psi without extreme effort. And mountain bike frame pumps, which are designed to deliver large volumes of air rather than high pressure, are definitely inadequate.

2) Raise your saddle so that with the pedal in its lowest position, and with the crank in line with the seat tube, the distance from the top of the saddle to the top of the pedal is 1.09 times your leg length (measured from crotch to floor, with your cycling shoes on). If you frequently ride in "the drops", reduce the calculated amount by 1/8 or 1/4 inch. Example: If leg length is 33 inches, then top of saddle to top of pedal distance, measured alongside the

seat tube, should be 1.09 x 33 inches = 36 inches, or slightly less.

3) Find out what your Cruising Speed is by doing the NYCC self-test ride of four laps around Central Park, at your "all day" comfortable pace, and comparing your time with those shown in the chart on page 2 of the NYCC Bulletin. The self-test has proven to be a good predictor of a rider's comfortable riding speed. By knowing your self-test results, you will be able to make appropriate choices from the Club's weekly menu of rides. If you try to ride merely 1 mph faster than your comfortable pace, you will be exhausted after about three hours or so. Although many riders do not believe that the average comfort range is only 1 mph wide, published endurance data show that a mere 10% increase in effort will result in a halving of your endurance; and a 1 mph increase in speed results in more than a 10% increase in power.

Now for some modifications which will cost you a modest amount of money. If you have a hybrid bike with wide and/or knobby tires, replace them with narrower tires (1.25 inches or 32 mm cross-section), designed for pressures of 75 psi or more, and equipped with a smoother tread pattern. Couple that with the purchase of a pressure gauge-equipped floor pump which will enable you to pump your tires to their proper high pressures. These changes will make your riding significantly easier immediately.

A future change might involve modification of your gearing (i.e., chainrings and/or rear sprockets). Yours have been designed by testosterone-intoxicated jocks who don't appreciate what the general public really needs in the way of gears. But that's a story for another time.

by Irv Weisman

Cyclomancer

by Neal Gibphenson

A cold rain was slanting in from the east. It's always bad when the rain blows from across the Hudson. I upped the cadence to 96 and heard the glycogen pump kick in. I felt the rush of power and serenity as the psychotropics and the fuel hit my bloodstream together. Niner west was a blur in my peripheral vision. I was faded into my Shimano Avocet cyclocomp GPS system and could see the northeast co-prosperity web overlaid on reality. Looking for my girl. Reaching across the web.

Alpha riders live with dual views of reality. The world and the web, their mind and the link, their body and their machine. What's real? If it interacts it's reality. If you can't touch it with your body or your mind it's bogus. Niner west is real. I used to think it carried me north (or south) but now I know it just lies there and goes places and I've gotta burn glycogen to go where niner goes and know what niner knows.

I do runs for Phi Beta Data. I ride dispatch. A couple more trips and I'll retire from this racket. Data travels instantly on the web, but nobody guarantees security. The web can give a billion dollars of research away to anyone who listens hard enough, and there's always someone listening. Valuable data travels slowly. It travels in my blood or in my gut, and I don't even know it's there for sure.

They take this *E. coli* bacterium and stick a DNA plasmid loop into it. The loop protects the *E. coli* from some powerful toxins. The plasmid also carries gigabytes of data. The *E. coli* is cultured, then modified so it can't reproduce. They shoot the culture into a rider and the rider takes off. The rider doesn't know what they're carrying. Very few know it's a bug. If they make the run, a tech at the other end takes a sample, uses toxins to kill everything in the sample but the *E. coli*, reverses the reproductive hobble, clones the bug, extracts the plasmids and reads the cyphertext in a gene sequencer. If the rider doesn't finish the run the *E. coli* is gone in a couple of days anyway. A data thief has to know three keys: toxin, reproductive hobble and how to decypher the sequenced plasmid, and he's gotta do most of it while he's still got viable *E. coli*. Nobody has come close to cracking the system.

They always tell you they're doing it to monitor your physical condition when they stick the needle in you. Then they give you an envelope to deliver. Most riders think the envelope's the job. The envelope is always real. Documents with signatures, stuff like

that. It's already been faxed, for some archaic reason the human race need rituals and real signatures. But the message is in your blood.

About ten years ago a smartass college kid got a ticket for going over 55 on a bike. He fought the ticket all the way to the supreme court. He convinced the court that the 55 limit was set to conserve U.S. oil reserves and didn't apply to bicycles. That was just about the time Dr. Flores was experimenting with hyper-training, mainlining glycogen and riding with an oxygen mask while dialyzing wastes out of his blood. Flores could exceed the 55 mph limit on the flat indefinitely riding a faired recumbent.

At first it was stone freaks and ultra-marathoners copying Flores. The weirdness began when a few Hell's Angel types began pumping ster-oids, amphetamines and glycogen in some kind of synthetic blood substitute the military was experimenting with. The dialyzing tanks swap out your blood at the start and return your blood at the end of the run. Hemosynth is optimized for dialysis and gets its oxygen from an external lung, various junk gets dumped in and you fly. Never out of breath, never tired. Some guys can sustain go on that stuff. You get hooked on the feeling. You have to replace joints and even bones now and then. Some of the muscle mags feature pix of these guys. Weird.

I just run blood in my system. I want to retire normal. I like riding. I like computers. I like web life. I'm fading back into the web now to look for Myra. She knows a lot about *E. coli*. If Phi Beta Data knew about Myra I'm not sure I'd let them shoot any more bugs into me.

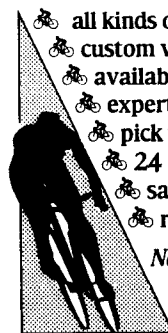
Guess what Myra and I talk about off the web.

Might be nice to retire to Kyoto or someplace in the Alps.

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BIKE WATCH

by Richard Rosenthal

If you were mystified by repeated reference here last month to BW, that is because the old column name, Media Watch, was mistakenly used.

Do you notice, as I do, the same few names keep reappearing here? Do you know how you can change this? Just add yours as a source. Please. The rule of the column: we don't pick up on stuff that already appears in the cycling press except those rare times it reports stuff of local interest to NYCCers.

For instance, the April issue of *Bicycle Guide* is a trove, a mother lode of riches for New Yorkers with a sidebar and four, count 'em, four articles about cycling in New York. Pick your favorite asinine boast of irresponsibility from the three that were pure smarm:

From Mark Riedy's *New York, New York—City of Dreams*, pp. 9-10: Rob Kotch, the owner of Breakaway, gave me several bits of advice. The first was, "Look, if you hit a pedestrian, take off because I can't afford any more lawsuits. If the cops stop you give 'em a fake name so you won't have to pay the ticket With a fake identification card in my hand, I hit the street. I was riding up Sixth Avenue with no helmet and my Walkman—volume turned to 11. . . . (A windup with my 10 oz. padlock gave me enough momentum to shatter the back window of a BMW with it). . . . There were good things about New York too, such as illegally riding the Grand Central Station tunnel."

From Nelson Vails' *King of New York*, p.114 "(The) guy was sitting in his car and I just decked him." From Jeff Pierce's *New York Minute*, pp. 27-29: "Red lights are simply notification that cars and pedestrians will be in the intersection I nail my first pedestrian. I'm going against the traffic . . . jumping back and forth from the sidewalk and street to avoid parked vehicles". And, of a different stripe, from Matthew Mantell's *A Tale of Two NYC Bike Shops*, p. 88: (Sarah) Weiss explained, "I've worked hard to keep Conrad's ethical spirit alive."

Messengers nail pedestrians; pedestrian nails cyclists: the peloton streaming up the Harlem Hill in the March 12th race punctured en masse as some misanthrope littered the roadway with tacks. One racer who donated \$80 worth of tires—two sew-ups—to the cause thought the tack dropper a disgruntled runner. Well, may-be, but how can anybody exclude that all too common genus, *perps cenparkus*? If we've learned nothing else from O.J.-mania, we've learned to ask: Who had the motive; who had the opportunity? (Why doesn't one see NYCCer Joe Furman any more? And a Rob Muldar is riding in the European peloton this year. Is that NYCC-er Robert Moulder? Could be; after all, no one has ever seen them together.)

It's getting increasingly difficult to tell the *New York Times* from *Bicycling*. The Feb. 16 Home section pictured a Trek and a Cannondale and cited the technology of these fully-suspended MTB bikes as in-stances of swords being turned into plowshares. I'm more inclined to believe, with the Republican's call for increased defense spending, we may soon find our titanium bikes being requisitioned by the government and converted back into weapons. (It didn't escape your notice, did it, that titanium became available in quantity and affordable as a bike frame material only in the wake of our cutting back on military weapons procurement?)

It's seldom enough the *Times* sports section has a picture of a bicycle. It's even rarer that it's on the front page of the section. And one never, ever appears there in February. But one did—on Feb. 28. Arth-ur Rhodes, a pitcher for the real Baltimore Orioles, is pictured on his MTB watching minor leaguers work out.

Former NYCC meeting speaker Bruce Weber, who two years

ago wrote a series for the *NYT* on biking across the country, had a major, front page article (March 1) on cycling through Vietnam. The Mar. 6 *NYT* mentioned Sec. of H.U.D. Henry Cis-neros caught two robbery suspects with the help of a D.C. cop-on-a-bike. (Yes, you gossip hounds, this is the guy who, three days later, became the subject of an investigation for lying about hush money to his mistress).

The death, at 103, of many-time world champion Alf Goulet was announced in the Mar. 13 *NYT*. Goulet moved here from Australia to ride at the world famous Newark velodrome and was hailed by Damon Runyon as "The Babe Ruth of cycl-ing." When bike racing historian Peter Nye spoke to the NYCC several years ago, he pointed out that track racing was so popular that Goulet actually made more money than Ruth.

Adam Green, in the *NYTimes* Weekend Section nearest Valentine's Day (Feb. 10), described different types of relationships. Among them was "The Jock Relationship":

While the rest of the nation is lying in bed watching the new Saturday morning "Batman" cartoon, these hardy souls are biking or blading or competing in the Ironman triathlon. If they eat out, they send their pasta back with a sarcastic, "I believe I said, no butter, not dripping with butter." They will also cough with self-righteous exaggeration if anyone has the effrontery to smoke within a 25-foot radius of their table. As much training buddies as life partners, they have lovingly memorized each other's weight, metabolic rate and body-fat-to-lean muscle-mass ratio. They equate this anatomical knowledge with intimacy.

Allison Glock's article in the February *Esquire*, "Jocks are Lousy Lovers," is a kiss-it-and-tell boasts on her part about all the lovers she's had, even as she writes of their ineptitude. She lists a mountain bik-er among them.

The full page essay on the back page of the March *Bicycling* was about NYCCer Charles Komanoff and his call to impose the true cost of driving on drivers, rather than having society as a whole subsidize them to the tune of \$308 billion a year according to Charles' computations. Four years ago *Bicycling* designated Charles one of the country's eleven most important cyclists in recognition of his bike advocacy.

Based on watching five minutes of its March 15 show, I defy anyone to find a real laugh in *Double Rush*, the so-called sit-com that centers on a bike messenger company. Sample witty reparté: "I was merging with traffic on Eighth Avenue (sic) and I slid under a bus." (Laughtrack) giggles swell into peals of unrestrained laughter. Huh? Jeeze, if bikkies can't watch this drivel, who is their audience?

Jeff Vogel insists, he was just channel-surfing when he happened upon not just a rare TV commercial, but a unique one—a commercial for a bicycle. It was aired on some speed skating event. The bike: Huffy; the model: the "Blades." Get the tie-in? In case you don't, the commercial stated it was the bike used by speed skating champion Bonnie Blair. As Jeff sarcastically and rightly observed, "Right, the big-gest name in cycling is Bonnie Blair, not Greg LeMond or Lance Armstrong. Leave it to the savvy marketing people in bicycling to go outside of cycling to promote bicycles." (Yeah, right, channel-surfing, my ass; like Jeff just happened to glance up from re-reading *War and Peace*.)

If you crash in Old Westbury and the police come and call an ambulance and you become chilled, can you wait in the police car until the ambulance arrives? Answer: No.

Minutes

NEW YORK CYCLE CLUB BOARD MEETING OF
TUESDAY, FEBRUARY 2, 1995

Present: Geo Kaplan, Lori Vendinello, Steve Britt, Reyna Franco, C.J. Obregon, Michael Toomey, Mitch Yarvin, Barbara Julich, Caryl Baron, Rich Borow, Gene Vezzani and Linda Wintner.

The minutes of the meetings of January 3 and January 10, 1995 were approved.

Geo noted that Kyle Ford had sent a thank you to the club for its holiday gift.

Mitch distributed a list of new members and each member of the board was assigned a few to call and welcome.

The budget was reviewed and adjusted. It was agreed that ride listings and monthly meeting notices should be dropped from the telephone service. The question of the Christmas Party was raised but it was deferred since it would be a part of our next fiscal year, which starts on December 1.

Reyna suggested rewording the language on end-of-year memberships in the bulletin.

Mitch noted that he wanted to use the application forms for the club century to lead people to join the club. He suggested a 1/2 price membership. He explained the pricing. The board had no objection to the pricing as long as any membership offered resulted in the club getting the dues to which it was entitled.

There was a discussion of timing day activities.

It was agreed Barbara would coordinate an adopt-a-bike shop program.

Mike discussed projects he was working on including a media contact list, a revised membership brochure and a ride with the editors of Bicycling Magazine.

George announced that he is currently working on our tax-exempt status.

It was agreed that special efforts should be made by the board to introduce members to each other at the members' meeting.

Respectfully submitted

Conrad J. Obregon

Re-Cycling

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

Take my stems, Please! Exquisitely finished TTTbar & 12cm stem (the good one!): \$35 for both—\$20 each. Cinelli 10cm 1A (unused): \$15. Campy Chorus 25.0 seatpost: \$10. Most items barely used, Mark (212) 496-5518 before 10pm.

Spring Sale - 19" Giant Women's Hybrid. Extremely comfortable, excellent condition. Space constraints have forced me to sell one of my 3 bikes! Asking \$250. Best offer gets a great bike. Call Lisa (212) 966-8624.

For Sale: 24" Bertonni (Italian) road bike. Columbus tubing/fork, Shimano 600 SIS drivetrain (8 spd 11-22 cassette, 52/39 crankset, indexed derailleur, downtube shifters). Ambrosio 19 Elite clincher rims. \$550. Interested? Let's talk. Damon (212) 753-0204.

Bike for Sale: 60cm Marinoni, Columbus SP tubing, Shimano Ultegra gruppo. \$450. Call Dave Regen (212) 866-6524.

Prospect Park Training: NYCC member. Alma Martinez (718) 768-2766, looking for C-12riders for an hour of laps around Prospect Park from 3rd St. & Prospect Park W. at 6:30 a.m. weekdays.

Central Park Training: NYCC member. Linda Wintner, (212) 876-2798, looking for B-14 riders do one hour of laps around Central Park from 90th St. & Fifth Ave. at 5:30 a.m. weekdays.

2 BR Apt. 3 mins. by bike from GWB, Castle Vill., sublet, hi flr, swpg views, kids' playspace, gardens, drmn, \$1400/mo incl util. (212) 928-8456.

For Sale: NORDICA DOWNHILL SKI BOOTS, Vertech 55, SIZE 30.0 (13 US). Excellent condition, only worn once. \$50, or best offer. Call Paul at (212) 799-4843.

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1995 Renewal / Membership Application / Change of Address

In consideration of being permitted to participate in any way in New York Cycle Club ("Club") sponsored Bicycling Activities ("Activity") I for myself, my personal representatives, assigns, heirs, and next of kin: 1. ACKNOWLEDGE, agree, and represent that I understand the nature of Bicycling Activities and that I am qualified, in good health, and in proper physical condition to participate in such Activity. I further acknowledge that the Activity will be conducted over public roads and facilities open to the public during the Activity and upon which the hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately cease further participation in the Activity. 2. FULLY UNDERSTAND that: (a) BICYCLING ACTIVITIES INVOLVE RISKS AND DANGERS OF SERIOUS BODILY INJURY, INCLUDING PERMANENT DISABILITY, PARALYSIS AND DEATH ("RISKS"); (b) these risks and dangers may be caused by my own actions, or inactions, the action or inaction of others participating in the Activity, the condition in which the Activity takes place, or THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW; (c) there may be OTHER RISKS AND SOCIAL AND ECONOMIC LOSSES either not known to me or not readily foreseeable at this time, and I FULLY ACCEPT AND ASSUME ALL SUCH RISKS AND ALL RESPONSIBILITY FOR LOSSES, COSTS AND DAMAGES I incur as a result of my participation in the Activity. 3. HEREBY RELEASE, DISCHARGE, COVENANT NOT TO SUE the Club, the LAB, their respective administrators, directors, agents and employees, other participants, any sponsors, advertisers, and if applicable, owners and lessors of premises on which the Activity takes place, (each considered one of the "RELEASEES" herein) FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON MY ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATIONS, AND I FURTHER AGREE that if, despite the RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT I, or anyone on my behalf, makes a claim against any of the Releasees, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE RELEASEES from any litigation expenses, attorney fees, loss, liability, damage, or cost which may incur as the result of such claim. I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED FREELY AND WITHOUT ANY INDUCEMENT OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW AND AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID THE BALANCE, NOTWITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT.

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How did you hear about NYCC? 1. Bike shop ☐ 2. Other bike clubs ☐ 3. Read about us ☐ 4. Friends ☐ 5. Health club ☐

6. Other _____ What type of rider do you consider yourself? A ☐ B ☐ C ☐ Not sure ☐

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

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NYCC MEETING
TUESDAY, April 11, 1995
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, pasta buffet, coffee: \$10

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