

# NYCC *Bulletin*

NEW YORK CYCLE CLUB



## Cyclocross Winter Training

by Karl Dittebrandt

To stay in shape a few winters back, I did a few cyclocross races- three or four, just for fun. In 2001, the Cyclocross National Championships was held in Baltimore, Maryland in December. As I have done the National Masters Championships on the track for the last 9 years and I had a little cross racing experience, I thought I would give it a shot. The Nationals is the only place I can compete against riders my own age and there's always a lot to learn from more experienced riders. The best riders in the country seem to converge at the Nationals.

So my regular cross partner, Regina Hammond, and I rented a car and headed to Baltimore for a weekend of racing. I ended up in much better place than I expected — finishing 7th out of 20 riders in my field. This was fairly amazing as first I had a crash and then my shoe came off. After going back for the shoe, I was happy to to finish at all.

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# President's Message

Hopefully, the unending cold and snow have now given way to the traditional rites of springtime. Here at the NYCC, the favorite rite of spring is our fabulous Memorial Day weekend in the Berkshire Hills of Massachusetts. Three or four days of riding on beautiful back country roads, a fabulous Sunday night dinner and the camaraderie of your fellow club mates are just a few of the many features that have made this one of the highlights of the NYCC year. If you plan on attending but haven't made a reservation yet, now is the time to do so. You'll find information later in this issue or on our fabulous website - [www.nycc.org](http://www.nycc.org) - about how to find accommodations in one of the many B&B's or lodges that the Berkshire Hills are famous for. This year, we will not be offering an official club sponsored shuttle for those who will be riding up so make sure you have transportation for your baggage up and back. Since many people also drive up, it should be possible for everyone who is riding to get a lift for their luggage. The message board on our website is a good way to find someone to take your luggage and also, if you need to, to find someone to share a room.. If you are driving up and willing to provide a luggage shuttle, please contact [Berkshires@NYCC.org](mailto:Berkshires@NYCC.org). All in all, it's a great trip and a great experience. Don't miss it!

I think that March 1, 2003 will go down in history as one of the greatest cycling days in New York history. March 1 has always been the "official" start of the cycling season but that has come to be more of a technicality than anything else. Because of the mild winters in recent years, many cyclist have found there way to all sorts of destinations throughout the winter. This year however, the "official" start was more real than in any year in recent memory. Not only did the SIG's and STS's start, it was also the first day for CRCA races in Central Park and the glut of riders on local roads - and of course the Runcible Spoon - was truly a sight to behold. The fact that the weather wasn't great and the roads were kind of sloppy only attested to the eager anticipation of every cyclist in the area to get back on their bikes and ride after one of the worst winters we've had since global warming was added to the vernacular. And the cold and damp weather didn't put a damper on anyone's spirits either, people seemed so happy to be out on the road instead of stuck on their trainer or in spinning class, the less than superb conditions where merely incidental. All at once, it seemed that the collective gloom that had descended on the New York cycling community had magically lifted. Hopefully, by the time you read this, the winter of 2003 will be little more than a bad memory. My memory of the day the pall was lifted from our little community will hopefully last indefinitely. For me as a cyclist, that feeling of fraternity and community with my fellow cyclists is what I live for.

- Tom Laskey

# Editor's Message

Here's your April bulletin ... as I proof it, Spring is officially here. I read the word "winter" on the cover and think of it as a word of the past. Already the SIGs are well under way and Central Park races are here. Did the pack ride start and already finish?

The first brevet is coming quickly (3/29) and you'll be surprised at how many NYCC'rs are registered.

Karl Dittebrandt contributed a great article about Cyclocross which a few other members have expressed interest toward, Evan Marks and Gary Katz to name a few. Regina Hammond is the woman in the top photo, by the way. It's important to cross-train and cyclocross is fun and strenuous. I attended an event in New England with Karl late 2002 and it was amazing. If you get a chance, check it out!

Besides a writer, Karl has scheduled Sunday Audax rides every week from GW. He also is holding a FREE Audax ride on April 6th!

Anthony Poole contributed two articles - my favorite, the wrong side of the road riding. Maybe we can convince him to write more future articles. Anthony rode the 2/8 East Islip ride with me. I believe his wife is riding in the SIG this year.

For the upcoming May bulletin, anticipate interesting surprises. I hope to find more time for the May bulletin than the April. I completed the 400K in Tavares, Florida on 3/15 with bronchitis and then spent time at Texas Hell Week - Scott Demel's homeland. Expect to see me at least once at the Boathouse in April, I'm bringing my camera! I may join the ride ... if Ed lets me. Where are all your sig stories and photos?

Diane

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Diane L. Goodwin  
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New York, NY 10023

**MAY Bulletin Deadline:** All articles, announcements, and advertising are due at the Editor by April 10th. **Sorry, no exceptions.**



## NYCC Board of Directors Meeting Minutes - March 4, 2003

The meeting was called to order at 6:49 p.m. In attendance were Tom Laskey, Fred Steinberg, Robert Gray, Eileen Crowley, Marty Wolf, Carol Waaser, Isaac Brumer, Deborah Bennett.

**Membership Report:** We're still working out issues on merging the manual entries into the database. Should be resolved soon. The deadline for renewals (in order to receive the March bulletin) is March 14. Also, the discount ends that day. Current membership is over 2,000, but that will drop after March 14 when we purge the nonrenewals.

**Bulletin:** There's an early deadline for the April bulletin – Diane needs everything by March 7. The March bulletin was late and there were some mailing list problems with the mailing house. Once again, the last line was dropped off most couples when the mailing house reformatted the list.

**Ride Listings:** Fred and Robert talked about the ride library. They are coming up with the format for posting route sheets on our website. The new format will include point-to-point mileage and a summary of the ride type (e.g., "suitable for B or A rides, moderately hilly, good stretches for pacelining").

**Special Events:** Thanks were offered to Eva for the terrific wine-tasting in February. It was deemed a splendid success.

**Ride Leader Training:** Eileen suggested we use the April 8 meeting program as an introduction to leading rides. Frank Grazioli

will help put the program together and several experienced ride leaders will be recruited to speak about various aspects of planning, scouting and leading a ride.

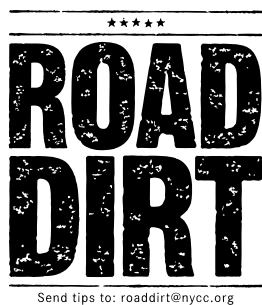
**Budget:** Deborah confirmed that we have had a surplus each of the last few years and that we can increase our annual expenditures. The Board agreed that improving ride leader incentives was an important initiative. The Board approved the following schedule of incentives: 3 rides = water bottle; 6 rides = T-shirt; first year leading 12 rides = vest; second year leading 12 rides = any club garment of your choice. Training rides in the parks do not count towards these rewards. Rewards are distributed at the end of the year and each ride leader will receive only the award for the highest level reached that year.

**Miscellaneous:** Memorial Day weekend information is on the website. At this point there is no baggage shuttle. Riders will have to work out baggage transport individually with folks who are driving up.

The next Board meeting will be April 1 at 6:30 p.m.

The meeting was adjourned at 8:03 p.m.

Respectfully submitted,  
Carol Waaser  
Secretary



### Road Dirt April

By Wentworth  
D'Arcy Rhodes  
IV

#### Simon Smith

is the second member of the NYCC known to use solid tires on her rear – her bike, that is! But, not on her commuter bike – she rides her road bike with a solid tire. Has been doing so for years - long enough to have replaced the original solid tire. How about those onions? To Nyack and back on a solid tire – no flats. Hah!

**HATCHES:** There was an article in *Bicycling Mag* last fall about the [Kissena Velodrome](#). We don't subscribe and we learned about the article from a great A rider. It was written by club member **Jill Hamburg**. Also, she and husband, club member **David Coplan**, are expecting their second child in April.

From Alison Galante: **Hanna and John Vazquez** are eagerly awaiting the arrival of their first-born.

From the pen (sic!) of **Hank**

**Schiffman**, an interesting question: Do you notice that **Fred Steinberg** is never around when **Shymember** posts one on the message board? Is it possible that he is Clark Kent to Shy's Superman?

**DISPATCHES:** **Lance Armstrong** has returned to Europe from Texas without his wife and three children after he and his wife **Kristin** announced their separation, after four and a half years of marriage. In a statement to the *Austin American-Statesman* on Friday (Feb. 21, 2003), the pair — both 31 — announced that they were experiencing marital difficulties. (ProCycling March) **Jay Jacobson** provided this tidbit and added: "Lance may have been faster than I going up Mont Ventoux, but I bested him by far in an endurance event!"

**Gabriella Radujko** sends her best and asks: Does a Conan O'Brien sighting qualify as dirt? I participated in the B-Sig as a newcomer.

From correspondent **Chris Taeger**: On the first day of the A-SIG Classic, **Tim McCarthy** was directing his group onto Rockliegh Road. Suddenly, ULLR, the Norse Snow God rose up and swallowed Tim's wheels, causing him to fall into the snow unhurt.

Another interpretation is that Tim was looking back to see that the group nego-

tiated the turn, and merely biked directly into a snow pile.

The ride concluded without any other incidents worth reporting. **Res Ipse loquitor.**

Welcome home **Jeff Vogel** and **Margaret Cipolla** - after 90 days in East Asia – all is forgiven!

We heard that you had a marvelous trip, and despite the bugs enjoyed the food.

Do you know what it means to "**pull a Nelson?**" Have you ever heard of Nelson Mora? Well. . **Nelson Mora** was an A rider who rode his bike into the back of a parked car on Palisades Avenue in Englewood, NJ, several years ago. Now **Bill Strachan** was able to "pull a Nelson" on Riverside Drive, the second weekend in March! Bruised leg and broken fork were the result, and we hope that Bill has recovered from the bruise and replaced the fork by the time he sees this. If you learn of anyone else who manages to "pull a Nelson" keep us informed. Next month we will cover the latest in Schwebers.

Send your hatches, matches, dispatches and snatches, as well as your Road Dirt to Dustee Rhodes email: harrietbecherstowe@nyc.rr.com.

# Cyclocross Winter Training

*Continued from Cover*

All in all, it was so much fun for both of us, we knew we wanted to do more.

In 2002, we set out to do about a dozen races, finishing at the National Championships in Napa, California in December.

The cyclocross course is usually 3-4 kms in length. For the most part, they are run in city or county parks. Our race in New York City is held at the park that contains the Kissena Velodrome. All of the courses contain various types of terrain and obstacles. Barriers and hurdles are placed to add difficulty. The courses are marked with tape and are wide enough for two riders at all times. They always contain a section or two that demand dismounting and running. There are also different surfaces to ride on: grass, sand, mud, asphalt and gravel. There are always lots of corners, usually hairpin turns, placed in such a way to make it very difficult.

There's also a steep descent or drop off which is always extremely inconvenient. Then, there's my favorite — mud covered tree roots. Long, straight sections are also placed on the course with off camper hill sections as well. Last season we did 16 races and no two courses were the same.

Weather plays a large part in the level of difficulty. Rain, snow and freezing conditions are looked forward to with great anticipation. In Napa this year it was a total downpour. Then, suddenly it would rain harder and people would scream with delight at the worsening conditions. The races are run on a timed basis from 30 minutes to one hour depending on the category. My races are usually 45 minutes. The first lap is timed on the lead rider and the laps remaining are based on that time.

There are many races in the Northeast: Pennsylvania, New Jersey, Massachusetts and Connecticut all have a cyclocross series. One can race almost every weekend from late September through December. A USCF license or one day license is required.

My training involves a good amount of trail riding, practicing dismounts and remounting, running with the bike on my shoulder and running stairs. Some plyometrics are also employed. For me, high intensity training is the way to go. As in cyclocross, if there is a spot you could relax a bit, that's just when you should kick it up and go like hell. The key element is to keep momentum in all conditions be as smooth as possible and always to go like hell.

The most commonly used equipment is a cyclocross bike or a stripped down mountain bike. A regular road bike will not have enough clearance for the 700 x 30 to 35 knobby tires that are used. My own cyclocross bike was purchased new for under \$1000. I modified some of the original components. I removed the large chain ring and kept the small ring. I removed the front derailleur to save some weight. I also changed the heavier standard tires for lighter rims fitted with cyclocross sew up tires to avoid pinch flats since low tire pressure is used for many races. 30 to 40 lbs. is common. A good book to read is *Cyclocross Training and Technique* by Simon Burney. It's packed with information.

After all the fun this past season, I hope I will do even more cyclocross in the coming season ... both as a competitor and spectator. To watch is almost as much fun as being a participant.

*All photos by Karl Dittebrandt ©*





## Who in the E are we? Part 2

... by Richard Rosenthal

More skewed observations, associations, and wordplays based on the e-names in the club's roster:

We see our professions in <nyarchitect>, <brokerjohn>, <cpacycles>, and <bikeadman>. <mbxtiles> and <joelphoto> must be job-related. Possibly so is

<tickman8>. However, <dabuyer> is not a buyer with a Brooklyn accent. It is Deborah Buyer. <daviddott> is not a dot.com survivor: it is David Ott. <cooklaurel> is not a cook. It is Laurel Cook. <jeffmechanic> is not a mechanic. It is Jeff Mechanic. <saltman> is not a salt spreader. It is Sandy Altman. <isacolick> is not a sick baby. It is Israel Sacolick.

<david.modest> may or may not be modest; he's not saying he is. He is David Modest. <merryshe> may or may not be merry. It is Merry Sheils.

What about <captainconductor>? Does he outrank <drunkcapt>? Do they out-drink <pabbrew> and <NotherHarpPlease>? Of course, Harp, here, is the beer, not the instrument, but that leads back to <captainconductor>. What does he conduct, if anything? Music, trains, or electricity? If music, perhaps he should know <tomoboe>, <zydeco>, <suavejazz>, and maybe <saxahoya>, but not <timpiper>. That's not a musician. It is Tim Piper.

Speaking of things musical, is <mgmswim> in the thrall of Esther Williams? Let's ask <renatafilm>, <tvhuntergroup>, or <banjodoc> (who is not a doctor; he is making a documentary film about the banjo).

You want doctors? Make an appointment with <docwein>. It must be for Mary Connors Ashmore, Basil's wife, that they share the extension <.LadyMD.com>. If that name seems retro in an age of gender equality, it isn't nearly as tacky in broadcast-ing herself as <NYblondeMD>. That all but shouts, "Come and get me!"

Is <Tigress> advertising her sexual nature? Is <sadam> advertising his? No he's not. Skip ahead six paragraphs. <Breeder> is not boasting of his virility: it is Ben Reeder. <Ecoolbuster> sounds like a lurkers's name but he isn't broadcasting his availability since his wife shares the same e-name. <Mashmore> is not confessing being a masher. It is the aforementioned Mary Connors Ashmore. For the most part, I'm passing over domain names, but pause here because <kevin@did-it.com>

Do <butchgrrl> and <bike\_dyke> go tandeming? Does <mrlovely> beard for them? I won't disparage them, but <get-twisted> might. Linda and Tony Nappi are huge tango lovers but don't write them at <tango51>. Does <guyzdancin> have a multiple personality? Imagine him paired in a dance marathon with <zursla-

dy>. They could catch up on their zzzs.

<Does <mm007> have a gender identity problem? It's a woman, not a man. If you have a stuck keyboard, write <mmmmmaris>. Does Mike Allison know <missalyssaann>. (*A free tube to the first writer (boycottwar@aol.com) or caller (212-371-4700) to say the only word in the English language that has three consecutive double letters. Jeff Vogel, Howard Turoff, and Mike Yesko are ineligible.*)

If you are in a mood for homonyms (look it up; that'll be your word for the day. Clue: It has nothing to do with <butchgrrl> or <mrlovely>), consider <rhenagade>. You're writing Rhena. However, when you write <mephineas> you are not writing anyone named Phineas.

There's a fine euphony to (barry@pen-nie). Why doesn't Josh Penney use that domain?

You want people to <writeme>, which, to my way of thinking, is one of the great e-names. So I would think you would want an e-name that is easily understood when you say it, like <planetjanet>. Why would anyone use <gbthdg>, <anwguf3>, or <gaslorcj>? You can't say it. And everytime you try, you know you are going to have to repeat it over and over and over. Æthen spell it over and over and over. <schluckauf> would seem to be one such name but at least it is a word, — although in German. It means, "hiccup."

If you want to make it easy for people to write you, and easy for you to give people your e-address, you definitely don't want:

<eleanor.I.martino@aexp.com/elementino@msn.com>. That's the longest name in the club. It is followed by: <aigagul\_alimanova@deweyballantine.com>, <bernward.scholtyseck@usa.telekom.de>, <barbara\_krouzacky@hub-americas.com>, and <leona.cancelliere@interconti.com>.

Far better is <cor@c13.net>, and <hwt@att.net>, the shortest names in the club.

*Last month, in the midst of naming universities represented in domain names in our club, after MIT, I asked you to make sense of my putting in the e-name of <langossamer>. Of course you couldn't make sense of it: I screwed up. It was the Daedalus that was the human powered (foot pedaled) airplane that MIT students buildt that flew from Crete to Mykonos, not the Gossamer. The Gossamer was another human powered airplane. It flew across th English Channel but was the work of a Cal Tech graduate. Mea culpa. That's the plane I work on.*

**NEXT MONTH: PART 3**  
**THE END TO ALL THIS SILLINESS**

## Letter To The Editor ...

by William Voitech

Diane,

I read with great interest the article on "Pacelining for Dummies" in the March newsletter.

Two things that were not covered, which are most important:

1) The front rider must look FAR down the road and look for potholes and other hazardous road conditions and gradually move the group over to avoid them. Do not ride right up to them and suddenly swerve around them, dropping the following rider(s) into the hole. This is one reason I am not an enthusiastic paceline rider anymore- this has happened to me far too many times on club rides.

In a double paceline, the only conversation at the front should be about the road ahead and how to guide the group around hazards. Save your review of "Gangs of New York" for the back of the line.

2) He says the front rider should not brake without plenty of warning. The front rider should not brake period, (except for red lights and such-even then, perhaps we shouldn't be in a paceline where traffic lights and stop signs are plentiful), and should ALWAYS be pedaling, even on a downhill or when going over rough road.

In an emergency where braking might be necessary I've always felt the lead rider should: a) shout a warning to the group while, b) ACCELERATING for one hard pedal stroke, then c) move as far to the left as is deemed safe at that moment and then d) brake just enough to avoid hitting the unexpected emergency.

Other than a deer bounding out of the woods or a car running a red light, following rule #1 should keep the procedure outlined in rule #2 from becoming necessary.

Bill Voitech

### **WANTED: T-SHIRT IDEAS** **for Escape New York Century Bike Ride**

We need your creative ideas for our event t-shirt. All ideas are welcome. The wackier the better. Your idea will need these words:

NYCCV presents

The 9th Annual Escape New York  
Century Bike Ride  
October 4th, 2003.

The person whose idea is chosen will receive free entry to the Century Ride. Good luck.

Submit ideas to:

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155 Hicks Street  
Brooklyn NY 11201  
Ph 718 858 9466  
F 718 858 5504  
jbarnard\_backdrop@acedsl.com



## Florence, Italy in February

By Carol A. Wood

Bicycles, not glorious works of art, were the highlight of my trip to Florence, Italy. It came as a surprise to me too. During my first visit in 1982, I was nearly undone by the city's wealth of spiritual yet erotic Renaissance art. But while that earlier period produced some of the greatest advances in Western culture at the time, today it's the bicycle that stands to revolutionize our sense of "perspective"—by providing us with a low-impact technology appropriate to our crowded, polluted, unbalanced world.

In Florence, bikes are ridden by people of every age, all over the city. They are locked to virtually every pole and fence, or are simply left leaning against curbs or buildings with kiddie locks. Twenty- to 30-foot rows of nearly full municipal bike racks can be found along the curb every few blocks. Many bikes seem to date from about WWII, which was probably the last time they saw any grease; others have been lovingly restored, sanded, and spray painted. I saw one green Bianchi road bike chained in front of my hotel with a slender cable lock, and a few cheap new hybrids here and there, but funky old models are clearly preferred by this populace. Indestructible, work-a-day, single-speed commuters with fenders, chain covers, front and rear baskets, lights, and bells—even windshields.

And no one wears a helmet; to do so seems to express mistrust of others. Cyclists sit straight up in the saddle and cruise along amidst the cars unperturbed: middle aged ladies in expensive fur coats, young students with pony tails or messenger bags, moms and dads with "station wagons" (bikes with one kiddie seat in front on the top tube, one on rear rack).

Since my luggage wasn't delivered until Saturday, I missed the Friday night Critical Mass ride that was assembling at the nearby Piazza Annunziata. I was too jet-lagged to go on foot, and it was too cold—mid-20s with a sharp wind. On Saturday morning, instead of riding I had to settle for a trip to the Uffizi.

When my bike did arrive, I realized that I had forgotten to pack a pump with a Presta valve. I wheeled it over to the neighborhood bike shop, which was closed, and none of the dozens of passing cyclists had pumps. Out of desperation I stopped by a parking garage; the attendant brought out a Schrader pump, yanked the valve off, and stuck the rubber tube over my Presta valve. Sheer mechanical force pushed enough air into the tube to allow me to ride! Not knowing any Italian, I heaped praise on him in English, French, and Spanish, so that he'd at least get the idea that he had done me a huge favor.

And off I flew, unhelmeted, into the cobbled streets of old Florence.

Well, not exactly flew; the typical cycling speed seems to be about 7-9 mph. I too found this speed ideal for sightseeing, though others would occasionally finesse the crowds more rapidly. At any rate, most cyclists manage to avoid incident without

ringing their bell or in any way disturbing the human flow. I saw only one minor low-speed near-collision during the week. (It being February, and unusually cold, the streets were relatively uncrowded. I was told that during the summer, you literally cannot cross the street in places because of the tourists.)

My first ride took me through the city's medieval core, bouncing along cobbled streets until I eventually reached the river Arno. The sun was shining, so despite the cold I followed the river east for a mile and crossed over. A switchback led up to the Piazza Michelangelo, which overlooks the city from a couple hundred feet (still below the cupola of the Duomo). A slight haze hung over the city as the sun prepared to descend behind some red-streaked clouds in the west. Among the many tourists on the plaza, I smiled at a man who looked North African as he kicked a soccer ball with a kid; he said something to me that was evidently hostile, as several women nearby cackled with laughter and the little boy tried to kick my tire.

At this very moment, some 10 million people had gathered around the planet to protest American plans for aggressive war in Iraq, including 400,000 of my fellow New Yorkers and a million souls in Rome. I'm unaware of any protest occurring in Florence, but about every fifth or eighth apartment window or balcony was hung with a rainbow-colored flag bearing the word "pace" or "peace," or simply a bed sheet spray-painted with a peace symbol.

After zigzagging down from the piazza to river level, I began climbing west toward the Forte di Belvedere. I thought about my hardcore cycling pals as I tackled the very steep hills there. But at the crest of the final hill, which felt like a 20% grade, I couldn't stay in the pedal clips and so dismounted. Last thing I needed was to fall off my bike while not wearing a helmet—early on in my vacation.

From the fort, narrow streets plunge through a tightly built neighborhood to the Ponte Vecchio, the one Florentine bridge not bombed during World War II, lined with shops. The dark sky was lit by a full moon; I rode past the train station into the northwestern section before doubling back to my hotel, cold but exhilarated.

During the week I rode every day except Tuesday, when I got hit with a bad cold. (I went shopping for boots instead.) Even without an illness, the air was too frigid to ride any distance outside of the city as I had hoped to do. Still, the weather was mild compared with the two feet of snow piled up back home.

On Monday, I wandered a few miles west to Cascine, a park along the river, spinning briefly alongside a cyclist on a red Cannondale. South of the river, I stopped to see the Masaccio murals at the Brancacci chapel in Santa Maria del Carmine (especially the expressionist Eve wailing her fate as Adam covers his face in shame, in the "Expulsion from the Garden of Eden."). In the cold shadow of the church's flat facade, a charming young Italian wearing a fur-

trimmed hood admired my locked-up folder and kept me in conversation for several minutes, notwithstanding my frozen feet. He said he appreciated the variety of people that passed through the city, despite the hordes of tourists; it was the opposite of provincialism, he said.

After slogging through the Pitti Palace Wednesday morning, I cycled around the eastern suburbs and headed north, getting about halfway to Fiesole, a grand total of about 15 miles. The cyclist on the red Cannondale passed me and said hello. I found that some of the major in- and out-bound boulevards have bike lanes separate from traffic, though they sometimes come to abrupt endings or detours.

The best biking day was Thursday, my last day in town—the sky was bright, the temperature close to 40, and I got in about 30 miles. I headed south to ride up and down the hills for awhile, stopping to take in the city's red-tiled skyline, the hillsides covered with olive groves, and the occasional Tuscan mansion or farmhouse. On the road to Chiesanuova, I encountered a friendly road biker (wearing a helmet, as was I on this day) who used hand signals to alert me to a 1 km climb ahead. It had a couple of steep spots but was over quickly. Then I headed back to the southwest suburbs, past a grubby little canal and three kids with bikes smoking pot by a sewage treatment plant.

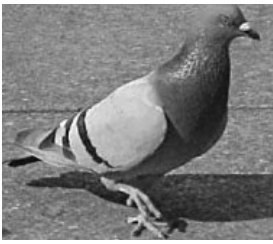
On Via Pisana, I stopped for strawberry and blackberry gelato in the Piazza Pier Vettori, where I sat on a dry fountain absorbing the sunshine, along with a fair share of pigeon daub, watching a woman walk her fat dachshund. The sunshine also beckoned at the Piazza S. Spirito, where I joined a crowd of smoking students and other wanderers on the steps. Nearby, a pedestrian who had been struck in traffic sat upright on the curb as motorcycle cops and ambulances came to her aid.

If this had been New York, she probably wouldn't have been sitting. Fortunately for her, and for the city in general, most vehicular traffic consists of small to miniscule automobiles, along with toylike three-wheeled flatbed carts. Then there are the scooters: swarms of noisy, smelly little insects spewing the putrid exhaust that overhangs the city. But 10 of them can fit in the space of one of our SUVs. (I did see a few small-scale SUVs in Florence, and yes they were generally driven more recklessly than the other cars.)

The congestion on some of the major boulevards could be anxiety-inducing; I had a couple of close calls with anxious drivers at intersections and with big accordion buses on narrow streets. However, Florence is an urban paradise compared with the States. I found most drivers to be cautious and respectful of bikes and pedestrians, and in contrast to the average NY/NJ automobilist, to be as patient as saints. Considering the volume of visitors that clog the city's crooked streets, that says a lot about Florentine civility—an attitude that the profusion of bikes no doubt helps to sustain.

## China's Flying Pigeon Bicycle

by Alfredo Garcia



Mainland China has countless people who take to cycling, usually for rush hour commuting and utilitarian use. There are 400 million bicycles in use (11 million in Beijing alone), nearly one for every three people.

Chinese interest with cycling started in the late 19th Century. Two Americans rode "safety" bicycles across Asia, from Constantinople to Beijing (then Peking) traveling to vil-



Two photos of the bike are from the Momovelo Bikeshop/Bontique, Berkeley, California.

lages before reaching Peking, fascinated Chinese called their bikes "foreign horses." It was the start of a two-wheeled beginning.

To contemporary Chinese, a typical bicycle is a Fei Ge—the Flying Pigeon. It was the first

Chinese-made bicycle, developed by Huo Baoji, in 1950. Initial models were patterned after a 1932 British Raleigh "roadster" bike, featuring upright curved handlebars, chain guard, front rod & coaster brakes, full fenders and a rear rack.

They were manufactured in Tianjin, northwestern province. Flying Pigeon Bicycle Corporation, Limited, a state owned enterprise (SOE), produced millions of bikes a year. Besides the domestic market, Fei Gees are exported to countries like Bangladesh and Cuba.

Huo Baoji's bicycle symbolized peace, especially during the Korean War. It also to promoted cycling as self-reliant transport, as an example of Chairman Mao Tse Tung's 1949 Communist Revolution.

Originally, the bike's name, Fei Ge, meant a White Dove, as seen on the head tube emblem. But in later somewhat uncorrected translation, it referred to the Pigeons, the tenacious Rock Dove (*Columba livia*), that lives in big cities, including here in New York. There was wishful thinking that Pigeons, in the spirit of political ideology then, were regarded as proletarian birds, was a suited symbol for working class Chinese cyclists.

There were other bicycles, such as the Feng Huang (Phoenix) and the Yong Jiu (Forever), but the Fei Ge stood out for nearly forty years.

Although lots of Flying Pigeons were made, supply could not keep up to high demand. Often, a cycle-loving Chinese had to wait and then pay nearly a month's salary for one. For some families, you could get one via government subsidy. Chinese leader Deng Xiaoping once made a late 1970's campaign promise of providing a Flying Pigeon bike to every household. An interesting fact among the sexes: For men, the Fei Ge was a status symbol to attract women. Women considered an eligible man for marriage if he owned a bicycle.

However practical, Flying Pigeons had a few flaws. Poor quality saddles and pedals fell apart and need to be replaced. In addition, there are occasional faulty hubs and screws.

But its steel frame and rims are built to last. Not a racing steed, these bicycles weigh in at a heavy duty thirty pounds. Better suited to ride to work, not NYCC SIG classes. Still, the Fei Ge is a unique beauty and like the Volkswagen Beetle, it gets you there.

Fei Ge was the top domestic bike for generations. But in 1994, strong competition rode in. Giant Bicycles, a Taiwan manufacturer, offered their high quality bikes with prized Shimano components, made in Jangsu. Young people keen to style and making a fashion statement prefer a Giant Ji An Te, (the Hunter) as well as lightweight road and folding bikes. Even more so are mountain bikes (shandiche in Chinese)

As a result of low demand/popularity, the Tianjin Flying Pigeon factory downsized production and employees. Any bikes made are usually exported to foreign markets. Yeah—Flying Pigeons are available in these United States through Momovelo ([www.momovelo.com](http://www.momovelo.com)), a Berkeley, California-based bike shop/bontique, in five different models.

Bicycling in today's China seems to be increasingly restricted to make way for motorized vehicles, if current Chinese government has its way with transportation policies, in big cities like Beijing, Shanghai and Guangzhou. As cars and motorcycles dominate the road and take the bike lanes, more bike-related accidents are on the rise. Still, dauntless cyclists take to the roads anyway.

It would be cool if Yao Ming, newest NBA basketball star from Mainland China, would ride a Flying Pigeon in Beijing. Perhaps another bike revolution will re-ignite.

Selected Online Article Sources: "The Kingdom of Bicycles" via [english.cri.com](http://english.cri.com); "The People's Bicycle" via [www.beijingscene.com](http://www.beijingscene.com); Interesting website on pigeons:

[birds.cornell.edu/ppw/index.html](http://birds.cornell.edu/ppw/index.html).

Recommended film: Beijing Bicycle. Although you see lots of cycling, it's not sure if the bike (owned by both hero & villain) was a Fei Ge.

Reprint from March Issue

## NYCC Berkshires Memorial Day Weekend • May 23-26, 2003

OK, as I write this, it's still snowing every other day, and black ice would be an improvement over current conditions. But, by the time you read this, the SIG's will be sprouting a new crop of NYCC riders, and just a week or so after the SIG's graduation is the NYCC Berkshire Weekend, where over a hundred NYCC cyclists take their act on the road for the first club weekend of the season.

Join us for 3-4 days of cycling through the beautiful country roads, farmland and of course the Berkshire Mountains. Rides are planned for A, B and C levels. In addition to cycling, we have a great windup dinner planned at the Berkshire South Regional

Community Center and catered by Pappardelle Restaurant on May 25th. Cash bar runs from 6 to 7 p.m. and dinner, 7 to 9 p.m.

To maximize your riding opportunities, there will be rides from New York City to the Berkshires using Metro-North trains to give us a head start to the country.

Please refer to NYCC.ORG and follow the links to Weekend Events and the Memorial Day weekend. There you will find links to local hostels as well other local attractions. This year we will offer on-line registration for the club dinner (\$40.00). Please register on-line, it makes it easier to track where our members are staying so we can distribute ride

and other weekend information.

Please note: The NYCC will not be running an official luggage shuttle to the Berkshires in 2003. If you are planning to join us in the Berkshires by riding up, please make sure you have transportation for your luggage, both going up and back. If you are interested in providing a luggage shuttle, please contact the number/Email address below.

For further information, contact [Berkshires@NYCC.org](mailto:Berkshires@NYCC.org) or call Fred Steinberg (212 787-5204). Up to date information will be posted on the NYCC.Org site and weekly E-mailings.



## Riding On The Wrong Side Of The Road ... *by Anthony Poole*

When visiting Europe don't forget to drop into Great Britain with your bikes, because riding on the left hand side of the road is not that bad – honest!

Well, I would say that, wouldn't I, given that I'm an Englishman, now residing in New York. But if I can get used to driving and riding on the right side of the road, I am sure New Yorkers can get used to driving and riding on the left in Britain.

The airlines are offering some great deals to Europe if you go via London and British Airways, Virgin Atlantic and American Airlines will include a bicycle as part of your two items baggage allowance if you are travelling economy/coach on its international routes, provided it does not exceed a particular weight. It would have to be an incredibly heavy bike, probably made of lead, to reach the weight limit. Check the airlines' websites for details. United Airlines does charge to carry bikes.

I have flown across the Atlantic several times with bikes on both BA and Virgin and have never had a problem. I've always used a good bike bag, or a proper bike box. If you intend to travel a lot with a bike the bike box is definitely worth the investment.

Bear in mind that the New York-London route is also served by several non British and non American carriers that include: El-Al; Air India; Kuwait Airways and Pakistan International Airways. In other words, there is plenty of choice of flights. I've not flown with any of these carriers on this route, although I know people who have flown Air India who said the service and food were excellent. I'm not sure what these airlines' policies are on carrying bicycles.

Unfortunately, there is no equivalent to the NYCC in London, which is a real shame.

Cycling is definitely a more great alternative to driving in Britain as gasoline prices are around six to seven times more than what you will pay over here. And train fares are expensive too, and as the well-publicised crashes of the last few years have demonstrated, Britain's rail network has been suffering from years of neglect and underfunding. It is unreliable, over-crowded often dirty and is not as safe as it should be. But, to put this into context, you are several times more likely to be killed or injured crossing the road than travelling on a British train.

Bikes can be conveyed on most train services, with the exception of peak-hour commuter services. Long distance rail travel for your bike should be booked in advance to assure there is a place on the train you want to travel on. You don't have to take your bike apart and put it in a box. There are several train operators in the UK, so I cannot recommend a specific website. Going to a mainline London railway station and asking is probably the best way.

If you fly into London's Heathrow Airport, it is possible to cycle from any of the passenger terminals into the heart of London. Three of the airport's four massive terminals are situated in the middle of the airport with runways either side, and a road tunnel brings vehicular traffic into this complex, but there is a separate, lit lane for bicycles and pedestrians. It will take

you out towards the Northern Perimeter Road and the Bath Road (A4). If you're planning to ride into London from the airport, an essential map book is the A to Z, London's best-selling street atlas. The last edition I bought was the 2001 edition and was priced at £4.95 (\$8) and it will fit into a coat pocket. I'm sure it's probably gone up by £1 or £2 since, and you can find it in any good newspaper vendor. WH Smith stocks them, and you will find a WH Smith in the airport terminals, or in any major London railway station. A to Z also publishes its mapbooks for all of Britain's major towns and cities.

Just get the basic colour edition, which will show you all the streets in the 32 London boroughs. It is important to know the postcode (zip code) of where you are staying, as well as the street name, as you will find more than one road shares the same name. For instance, there are no less than 13 Tavistock Roads in various parts of London.

Check the reference at the front, as it will show you what type of road a particular street is, including whether it is one-way or two, and which direction it goes in.

London is an old city and is not built on a grid system. The same applies to all of Britain's cities. All of the streets have names, and the only way to find your way around is with a good map, or use 'the tube' (Subway) in London. I am not about to give you a guide of where to stay and how much you should be paying. As a Londoner, I have never stayed in any of its fancy hotels, so I cannot comment on what they are like.

The main purpose of this article is to tell you what to expect, when riding on the left hand side of the road for the first time.

If you start by riding in London, the chances are that you will find cycling in any other part of the country fairly straight-forward afterwards.

Like any big city, London has too many cars on the road and a varying degree of tolerance among drivers towards cyclists. Generally speaking, I have always found the majority of vehicle drivers are fairly tolerant to cyclists and give them a wide berth when passing. But there are some dangerous drivers and road rage has become a curse of Britain's roads. The standards of driving in London have generally deteriorated over the last 20 years and you will find an increasing number of drivers who do not indicate intentions to turn with directional indicators.

The worst thing that can happen to you is a car pass you and then turn left on you right in front of you, forcing you to brake sharply or make a very swift, unplanned left turn. However, there are ways of avoiding this from happening, through assertive, as opposed to aggressive, riding.

When you approach a turning to the left and intend to go straight on, look behind you and, if it is clear, move out towards the middle of the road until you have passed the turning. It does force drivers to slow down. While such a manoeuvre might be regarded as foolhardy or potentially dangerous in New York, it does force London drivers to slow down, largely

because they can see you, and it is the recommended method that cycling experts advise in London. It certainly worked for me for over 25 years.

If you see a car waiting to turn into the road you are already riding on, make eye contact with the driver to ensure he/she has seen you.

You are probably just as likely to get 'doored' in London as you are in New York. The best way to minimise the risk is to give parked cars a wide berth, you will find that car drivers in London don't have a problem with that, unless you leave it to the last minute before making your move.

Roundabouts (traffic circles) can be a challenge and Britain has lots of them. First, remember to go around roundabouts clockwise. If you are uncertain about which way you should be turning at one, stop beforehand and check the map. The safest way to get around a roundabout is to ride at the same speed as the rest of the traffic on it, but that is not always possible.

Good locks are essential in the cities as bicycle theft is just as big a problem in London as it is in New York and the Metropolitan Police in London comes over as being unconcerned.

One essential book to study is the Highway Code, published by Her Majesty's Stationary Office, and available from good book shops anywhere. This will also show you what hand signals are in legal use in Britain. And it will also show what roads bikes cannot go on.

But most of you will probably want to get away from the big cities. For routeing options, try [www.sustrans.org](http://www.sustrans.org) Sustrans is a charity that has built a national cycle network at a cost of £200m (\$320m) about the same as it costs to build just 20 miles of motorway. Maps of the areas you want to ride can be purchased in advance online. The routes are a mixture of regular roads with traffic and traffic-free, paved roads, typically built on the beds of old railway lines.

This national network includes some exhilarating coast-to-coast rails that over the Pennines.

When riding on small roads in open countryside, beware of drivers who drive too fast in narrow lanes with high hedgerows on either side.

Lights are essential in towns and cities. And you stand a much greater chance of being stopped by the police in London for not using lights at night time. I've always used lights at night time and I have seen police cars pull over riders without lights. I was once stopped after the batteries in my front light had just gone and, much to the police officer's amazement, I had spares and changed them there and then.

And lights are absolutely essential on unlit roads in the countryside.

If anyone wants more information or advise on cycling in Britain, feel free to e-mail me at: [anthypooole2000@yahoo.com](mailto:anthypooole2000@yahoo.com)

I can also give you information on riding and 'End-to-End' – Land's End to John O'Groats (southwest tip of England to northeast tip of Scotland) – a distance of around 865 miles, depending on which route you take.



## Diary of A Siglet ... *by Anthony Poole*

Week 1

I'm not sure where the term Siglet comes from, but I rather like it. Anyway, I've finally decided to drag my backside onto the bike and do something really positive this spring after various attempts at training in winter weather proved frustrating, to put it mildly. The icing up of water bottles is particularly annoying.

Saturday 1 March saw the start of the A programmes. I've chosen the A19 programme, even though I've not managed to do a self-test, largely because of the weather. On the occasions I've tried, my bottles or my feet have frozen up, and I had only completed two laps of the park in recent tests, which indicated a likely time of around 1 hour 32 minutes for the four laps.

According to the guidance, this would mean I could have ago at the Classics, but at this stage of the game, I feel more confident with the 19s.

Thankfully Saturday 1 March was dry, above freezing, even if it was overcast. After the orientation, which was far more detailed than I expected, we got going, heading off to Northvale. My group was headed by the affable Ed Fishkin, who fed us with just the right amount of tips and information when we needed it. Nice one Ed! We rode as a group and only twice got temporarily split up when, somehow, I managed to go across the George Washington Bridge, ahead of everyone else, thinking the people in front of me were part of my group. I realised my error half way across and waited on the Jersey side, where we regrouped before progressing.

And I had a little hesitancy on a traffic circle and got slightly behind and was gently chastised by one of the co leaders, Gretchen Bates, who was immediately behind me for not sticking with the others. Then later on, I had some hesitancy at a changing traffic light. The front had got through on green, and if I hadn't hesitated, we could have got across as a unit. I fumbled and couldn't work out whether to brake or accelerate. In the end I did both and we all crossed and I caught up with the back of the pack. But I had learned my lesson that indecision like that, as part of a group, is a big no no!

The ride continued and I marvelled at the snow banked on either side of me, taking care to avoid it, and at a frozen lake that we swept past. Otherwise we continued uneventfully to the diner at Northvale, where I tucked into a

very tasty salmon wrap, washed down with orange juice and hot chocolate.

With the fuel tank full again, and water bottles charged, it was time to head back. To keep warm, and to get my legs going again, I did a dozen or so gentle laps of the car park at the diner, before our group had retrieved their machines and we were all ready to go.

The journey back was accompanied by good vocal communications among all of us: "hole", "crater", "ice right", "bump" were popular ones. "Dead rabbit", was one of my contributions. Some of the potholes looked fresh and quite menacingly large, which is not surprising after the fabulous winter we've had. And I managed to remember not to call out hazards to non-existent cyclists behind me while riding on my own this week.

Walnut Hill came as a bit of a shocker. I've not ridden this one in quite a while, but got up it fairly reasonably, although I know that when I'm in shape and shed a few pounds, I can certainly do much better.

And then we were back in Manhattan in no time at all, so it seemed.

A couple of days later I was able to do a self-test of four laps of Central Park, which gave me a time of 1 hour 34 mins and 37 seconds. It was during a weekday, and the park reopened 20 minutes early to traffic just as I was starting my third lap. However, it was not until just before the end of my fourth lap that the traffic presented a problem, when I got caught at the traffic lights on the 72nd Street crossing on the west side. I had chosen to start my laps less than a hundred yards south of the 72nd Street crossing and a steady stream of taxis and limos meant that I just couldn't get through. I think it safe to say that this probably added about 35-45 seconds to my time. It's hard to tell whether that puts me comfortably inside the 1 hour 35 minutes time necessary for the A Classics.

At the moment I feel like I've made the right choice with A19s, although if the leaders think otherwise, after a couple of weeks, then we'll see. I could always do the Classics next year. For now, I'm looking forward to ride No 2 to Scarsdale. New territory for me, I've never been there by any mode of transport, let alone on the bike.

I can't help thinking that it's a shame that there is nothing like the equivalent of the NYCC, let alone the SIGs, back in my native London.

## New AIDS Cycling Event To Cross New York State

NEW YORK – Registration is now open for the Empire State AIDS Ride, a new distance cycling event that will cross New York State in August.

The \$300 registration fee includes three daily catered meals for six days, including evening barbecues and hot breakfasts, new tents and campground accommodations, hot showers, full road support, and entertainment.

The beneficiaries are **Doctors Without Borders/Médecins Sans Frontières USA (MSF)**, the winner of the 1999 Nobel Peace Prize, AIDS Rochester, African Services Committee and Health GAP.

This is the first major cycling event in the U.S. to support the international fight against HIV/AIDS.

The ride begins Aug. 18 at dawn at Terrapin Point, at the brink of the Horseshoe Falls. Cyclists will be greeted by drummers from the Iroquois Nation at a sunrise ceremony.

The 500-mile route was developed with the assistance of experienced cyclists from clubs across the state. The first leg of the route is a century-plus 25, running parallel to Lake Ontario, then connecting to an 11-mile paved portion of the Erie Canal. It continues with a second century through the gently rolling hills of the Finger Lakes, into the foothills of the Catskills with steeper climbs on 60- to 70-miles days.

The ride ends with an Aug. 23 closing ceremony in Battery Park.

The new fundraising event is entirely run by volunteers who want to raise awareness of the growing international AIDS crisis and create a model of responsible fundraising. They were concerned that other cycling events run by for-profit companies sent as little as 11-percent of the donations to their beneficiaries.

The volunteer group created Day2 Inc., a not-for-profit 501(c)(3) corporation which does not use donations to cover overhead costs for the event. The costs for the event are supported by \$300 rider registration fees and corporate support from Verizon.

"Many fundraising events are subsidized by the donations you think you're making to a good cause. We don't want to see those contributions supporting a bike ride. With 500 people dying of AIDS every day in Kenya and millions more dying because they're denied access to lifesaving medicine, we're paying our own way. We're sending almost 100-percent of the donations – all but the credit card fees – to our four beneficiaries," said ride director Marty Rosen.

Riders and volunteers may register at [www.empirestateaidsride.org](http://www.empirestateaidsride.org).



new york backroads. riding the erie canal. camping under the stars. fresh picked corn-on-the-cob. full road support. b-b-q dinners. hot showers. fresh peaches. hills. new tents. cows. the finger lakes. more hills. the catskills. music around the campfire. deep blue swimming holes. and more hills.

500 miles, August 18-23, 2003  
Niagara Falls to New York City

Register at [www.empirestateaidsride.org](http://www.empirestateaidsride.org)

The Empire State AIDS Ride is a production of Day2 Inc., a registered 501(c)(3) corporation, 100-percent of the proceeds by check to benefit Doctors Without Borders/Médecins Sans Frontières USA (MSF), AIDS Rochester, Health GAP and African Services Committee for AIDS programs in New York State and overseas

# Please read this before your first club ride

**NYCC RIDES** are led by volunteer leaders who plan the route and maintain the listed speed (e.g. B15 = B style & 15 mph cruising speed...see charts). Our rides are described by style and pace because it's more fun when the group is of similar ability. We ride for fun, fitness, and food.

**RIDE STYLE** indicates the type of riding. See chart below. **CRUISING SPEED** indicates the ride's speed on flat terrain (aka, the listed speed). **AVERAGE RIDING SPEED** over rolling terrain is 3 mph less than cruising speed. This will vary plus or minus 1 mph, according to terrain. **OVERALL SPEED**, including all rest and food stops, is about 3 mph less than average riding speed.

**SELF-TEST:** Assess your personal cruising speed by riding 4 laps (24.4 miles) around Central Park at a comfortable pace and matching your time with the chart. **NOTE:** Riding fewer than 4 laps will give you a false assessment. Ride with other cyclists if you are uncomfortable riding alone.

**YOUR FIRST NYCC RIDE:** Be conservative. Choose a ride easier and shorter than you think you can ultimately handle. You won't enjoy struggling to keep up with a ride that's too fast for you, nor will the group enjoy waiting for you. It's a good idea to call the leader a day or so before the ride, and introduce yourself when signing up at the start.

**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 a breakfast consisting of carbohydrates and proteins.

**BRING:** spare tube, tire levers, patch kit, pump, water, snacks, money, medical ID, emergency phone numbers, and rail pass. We also suggest that you bring a small lock. Leaders may specify other items in their ride listings.

**BIKE TRAINS:** On Saturdays and Sundays, Metro-North has scheduled specific trains to/from Grand Central Station to accommodate large groups of cyclists. Bike trains are indicated by a bicycle symbol on the Metro-North timetable. Schedules change frequently. There are no bike trains on holidays. Refer to the 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 Metro-North liaison, George Kaplan, at (212) 989-0883 well in advance to arrange another train for your ride.

**BIKE PASSES** are always required. Bike passes are available at Window 27 at Grand Central or by calling (212) 499-4398 for an application.

**SCHEDULE:** Here is the schedule as of January 10, 2003. Contact Metro-North for the most current schedule.

| Riding Style / Description |   |
|----------------------------|---|
| <b>A</b>                   | Vigorous riding with advanced bike handling ability including cooperative paceline skills. Stops every 2 hours or so. |
| <b>B</b>                   | Moderate to brisk riding with more attention to scenery. Stops every hour or so.                                      |
| <b>C</b>                   | Leisurely to moderate riding, sightseeing and destination oriented. Stops every half-hour or so.                      |

| Cruising Speed | Central Park Self Test Four Lap Time |
|----------------|--------------------------------------|
| 22+ mph        | 1'10" or less                        |
| 21             | 1'10" to 1'13                        |
| 20             | 1'13" to 1'16                        |
| 19             | 1'16" to 1'20                        |
| 18             | 1'20" to 1'25                        |
| 17             | 1'25" to 1'30                        |
| 16             | 1'30" to 1'38                        |
| 15             | 1'38" to 1'48                        |
| 14             | 1'48" to 2'00                        |
| 13             | 2'00" to 2'14                        |
| 12             | 2'14" to 2'30                        |
| 11             | 2'30" to 2'50                        |

## Grand Central Trains

### Outgoing from GCT

|                    |                         |
|--------------------|-------------------------|
| GCT>Poughkeepsie   | 7:53am (Hudson Line)    |
| GCT>Poughkeepsie   | 8:53am (Hudson Line)    |
| GCT>Brewster North | 7:48am (Harlem Line)    |
| GCT>Brewster North | 8:48am (Harlem Line)    |
| GCT>New Haven      | 8:07am (New Haven Line) |
| GCT>New Haven      | 9:07am (New Haven Line) |

### Returning to GCT

|                    |                         |
|--------------------|-------------------------|
| Poughkeepsie>GCT   | 4:33pm (Hudson Line)    |
| Poughkeepsie>GCT   | 5:33pm (Hudson Line)    |
| Poughkeepsie>GCT   | 6:33pm (Hudson Line)    |
| Brewster North>GCT | 3:09pm (Harlem Line)    |
| Brewster North>GCT | 4:09pm (Harlem Line)    |
| Brewster North>GCT | 5:09pm (Harlem Line)    |
| New Haven>GCT      | 2:59pm (New Haven Line) |
| New Haven>GCT      | 3:55pm (New Haven Line) |
| New Haven>GCT      | 4:55pm (New Haven Line) |

## Lead A Ride

Pick a date, pick a pace, pick a destination, pick a route, write it all up and submit to the appropriate ride coordinator by the second Tuesday of the month before you want to lead your ride. Lead enough rides during the year and you qualify for a special prize:

5 Rides - FREE NYCC

Water Bottle

12 more more Rides -

FREE NYCC

Ride leaders Vest

(You can't buy one of these, you can only get one by leading 12 or more rides)

Ride leader incentives are given out in December. Leaders who lead 12 or more rides will receive the vest only. One vest per leader.

### A-rides co-ordinator

Robert Gray  
(212) 593-0986  
nyarchitect@msn.com

### B-rides co-ordinator

Stan Oldak  
(212) 780-9950  
stanOnyc@aol.com

### C-rides co-ordinator

Isaac Brumer  
(212) 593-0986 nyarchitect@email.msn.com

## SIG Leader Information

SIG Co-ordinators:

**A Classic** - Frank Grazioli (212) 529-9462

**A19** - Ed Fishkin (718) 633-3038

Jim Galante (201) 503-9192

**B** - Eva Wirth (212) 477-9322 (ewirth@yahoo.com)

**C** - Patricia Janof (212) 737-1668

(patricia.janof@verizon.net)

Gary McGraime (212) 877-4257 (garynycc@aol.com).

## STS Information

### ALTERNATIVE TO SIGS for A Level Riders

Can't make all the rides but are already an A level rider? The A-Rider Spring Training Series is for experienced cyclists who want to enhance their riding skills and improve their strength and endurance through a graduated training program. These STS rides offer the camaraderie and friendly support of like-minded riders in a series of organized group rides. For information about the A Classic STS, contact Peter Walker (pwalker5@nyc.rr.com). For information about the A-19 STS, contact Russ Berman (rberman@kronishlieb.com).

## New York Cycle Club -

### At the NYC Bicycle Show • May 1-3, 2003

The New York City Bicycle Show is an annual event where bicycle manufacturers, merchandisers, clubs, and whatever else will fit display their wares and services to the public.

Once again, the NYCC will have a booth at the show—and we need you to meet and greet visitors and tell them about our great club!

It's a couple of months away, but the volunteer slots fill up fast. And the show is a bit shorter than last year, so there are fewer shifts to fill. To volunteer, send an e-mail to <volunteers@nycc.org> indicating:

- your name and a phone number where you can be reached
  - your availability (date and time, if you know this far in advance)
- The following slots are available:
- Three people are needed to get and set up the table. (Get a first look at the show!) Thursday, May 1, before 4pm
  - Four people are needed to staff the table for each of these six shifts:
    - Thursday, May 1: 5-7pm and 7-9:30pm
    - Friday, May 2: 4-7pm and 7-9:30pm
    - Saturday, May 3, 12-4pm and 4-8pm

This year, the show is being held at the New York State Armory at Lexington Ave. and East 26th St. For more information, see <http://www.nycbicycleshow.com/>



# April/May Rides List

Always wear your helmet!



Special Note: There are TWO categories of rides listed. A [Repetitive Ride] listing and a regular monthly rides listing. The [Repetitive Ride] listing will contain the rides being ridden every week and will be listed ONLY ONCE with all dates shown.

## Repetitive Rides

**Wednesday AM April 2, 9, 16, 23 and 30**

**A 19+/- 50+/- Miles 10:00 AM**

**"Regularly Recurring"**

**Wednesday Morning Spin**

**Leader: Jeff "El Jefe" Vogel (718) 275-6978; CPAcycles@aol.com**

**From: the Boathouse**

Riding with an ever-changing group of fun people is never "repetitive". Join us for a weekly spin through Bergen and Rockland Counties. Pace will be determined by the amount of riding we've done in prior weeks. Current SIG participants who need some mid-week training are welcome. So are non-NYCC members. Aero bars, mountain bikes, funky hats, and mismatched socks are OK with us too.

**B14 50 Miles 9:00 AM**

**Nyack**

**Leader: Bill Strachan nyceZRider@aol.com 212-677-6951**

**From: 72nd Street & Riverside Drive (next to Eleanor Roosevelt Statue)**

Back by popular demand for our second (count em- 2!) great year of riding. A great chance to get in some quality mid-week miles, practice the skills you've learned in the SIGs on Saturday, have a relaxed and pleasant route with other sociable club members and a chance to learn to lead a ride with a supportive group. Helmet required. Bring water and pocket food. Cancel below 40°F at 8:00AM or 30% chance of rain. Call Bill by 8 AM to double check.

**Tuesday & Thursday AM April 1, 3, 8, 10, 15, 17, 22 and 24**

**A19 18 miles 5:30 AM**

**Morning Laps in Central Park**

**Leaders: Jesse Ostrow 212.877.7658 - Richard Embry 212-678-6115**

**From: Engineers Gate - 90th St & East Drive**

Join us for early morning workouts. We'll hone our paceline skills and eventually add some hill repeats and speed work. All are welcome. Please be of good cheer. Mellow rules! Temps below 30, rain, snow, sleet, etc. cancels.

**Sunday April 6, 13, 20 and 27**

**A-19 55-60 miles 9:00 AM**

**Sunday Muffins in Nyack**

**Ride Leader: Jon Adler, 917 369 1807 or jadler8@nyc.rr.com**

**From the Boat House**

Join me for a recovery ride from the SIG or STS ride. I will try and vary the route from week to week. Heck, we might not even find Nyack, but we'll find a hill or two. No matter where we end up, note the following: Pace line skills

welcome, bad attitude not. Promptness is good, and lunch won't be long (I have to be back in Midtown by 2pm). Bring tubes, cash, and a helmet. Nasty weather cancels; check the message board at 10 pm on Saturday for confirmation.

## Training Series/Member Rides

**Friday, April 4, 2003**

**B16 45 Miles 9:20AM**

**Leader: Ron Grossberg Argee 401@Aol.com 718 369 2413**

**From: Staten Island Ferry Terminal**

Perimeter of Staten Island with some interior hills. Lunch at Tottenville overlooking the Bay. Call or e mail to confirm.

**Saturday, April 5, 2003**

**A20± 65 Miles 7:45AM**

**A-Classic Spring Training Series - Harriman Hell**

**Leaders: John Zenkus, jjz2116@aol.com; Pieter Maessen, pmaessen@hotmail.com**

**From: GCT, Metro-North to Manitou @ 7:53**

Get ready for some serious hills! After all the training of the past couple of weeks, it is time to show off your climbing skills. This new ride in and around Harriman State Park will give you plenty of opportunity to do so: Gate Hill, Tiorati Brook and Arden Valley are just a few of the climbs we will face. The ride is relatively short, so to keep the climbing rhythm, we will only make a short water stop, no formal lunch. We will return from Peekskill by train. This is a difficult ride. Make sure you are up for it and have appropriate gearing. Bring Metro North bike pass, spare tubes, 2 full water bottles and plenty of pocket food. Rain cancels. Check message board if in doubt.

**A19 80 miles +/- 8:30 AM**

**A-19 Spring Training Series: South Mountain Road and Points West**

**From: Eastern side of parking lot at Tavern on the Green**

**Leaders: Carolyn Booher (718) 636-0315 cbooher@aol.com**

**Russ Berman (212) 595-8834 rberman@kronishlieb.com**

We should be feeling stronger now, so we'll add a few hills and some distance with one of the Club's classic rides, up South Mountain Road, to the Apple Orchard and back through Saddle River. To join us, you don't need to sign up for the STS or participate in any rides but this one. You do need to have the group-riding skills and stamina to take your fair share of pulls in our rotating paceline at the listed pace. A helmet, spare tubes, a well-maintained

bike and a positive attitude are musts for all STS rides. Scheduled stops are limited, so bring pocket food and fluids. Wet roads; precipitation or a high likelihood of it; temps below 32; or winds over 25 mph move the ride to Sunday. If in doubt, call a leader before 8 a.m. or check the message board at nyc.org.

**Sunday, April 6, 2003**

**A19 55 miles +/- 9:30 AM**

**I'm going to make it to Pearl River If It Kills Me!!**

**Leader: Tom Laskey (212-961-1610 or tomoboe@mindspring.com)**

**From: The Boathouse**

I've been trying to get to Pearl River since January and I keep getting frozen or rained out. How bad can the weather be on April 6? Join me for a relaxed spin to one of my favorite eating destinations. Bring your paceline skills and your helmet. Rain or better than 70% chance at 8:00am cancels. If in doubt, call the leader or check the message board.

**C 11-12 25 mi 10:00AM**

**Get Back in Shape - The STS for C riders(TM): Closter**

**Leader: Maggie Clarke 212-567-8272; mclarke@hunter.cuny.edu**

**Meet at 178th St and Ft. Washington Ave (rear of GW Bus Terminal); Take "A" train to 175th St; take elevator out and walk north to 178th St.**

This is the second of a series of C rides to help us get back into shape after a winter of relative sloth. Let's venture into NJ on Irv's very pretty route through the burbs of Bergen to the Closter Diner for lunch. Helmets are required; there will be strict observance of Club riding etiquette. Cancellation: starting temp below 40F, wind chill below 25F, icy roads, or 50% chance of precipitation. Call Maggie after 8 am if in doubt.

**Saturday, April 12, 2003**

**A20± 80± Mi. 7:48 AM**

**A-Classic Spring Training Series - Katonah & Upper Westchester Leaders: Peter Walker, peter.walker@gs.com; Peter Maessen, pmaessen@hotmail.com**

**From: Grand Central Terminal, 7:48 am train to Katonah**

A roundtrip tour from Katonah that will take us through Martha Stewart country - and you will like it. This is truly a beautiful ride with lunch in Yorktown Heights. Bring a helmet, solid bike, a couple of spare tubes and a Metro-North bike pass. As with all rides in the series, you don't have to have ridden in any of the previous rides, but you must have good paceline skills as well as the desire to participate in

an aggressive training program. If weather forecasts call for persistent rain/wet roads we will scrub the ride and move it to Sunday. If in doubt, check the NYCC message board for a cancellation notice 90 minutes before departure.

**A19 85 Miles +/- 8:30 AM**  
**(arrive earlier to sign-in)**

**A-19 Spring Training Series: Harriman State Park and Storm King**

**From: Eastern side of parking lot at Tavern on the Green**

**Leaders : Rosario Gennaro"**  
**rgennaro@hotmail.com 718-809-7003**

**Sean Kelliher sean.kelliher@verizon.net**  
**212-795-2581**

Be amazed by the beauty of Little Tor, Old Gate Hill, and Seven Lakes Drive; the vistas of the Hudson Valley at Storm King, and the apple orchards that are surely a slice of heaven. There'll be much to gush about on the train ride back from Poughkeepsie so bring your Metro-North pass, it's required. To join us, you don't need to sign up for the program or participate in any rides but this one. Please have the group-riding skills and stamina to SAFELY take your fair share of pulls in our rotating paceline at the listed pace. SIG experience is a plus but not required. As with all STS rides a helmet, spare tubes, a well-maintained bike and a positive attitude are musts. Aero bars are not permitted, pace busting is discouraged and scheduled stops are limited, so bring pocket food and fluids. Rain date is Sunday. If in doubt, check the message board at nycc.org or call a leader.

**C12 30 urban Miles 10:00 AM**  
**Queens-Brooklyn Waterfront**

**Leaders: Marina Bekkerman (718-783-5355; marinab@mindspring.com) & Isaac Brumer (917-531-5303)**

**From: 59th Street & 1st Ave, Manhattan (northeast corner-Food Emporium)**

Cross the Queensborough and meander along the waterfront communities of Queens and Brooklyn. We'll stop for snacks and scenery and do a lap around Prospect Park. Note: some hills and cobblestone streets. Wet weather or temps below 40 at 9AM cancel.

## Sunday, April 13, 2003

**A19 25 MilesTime TBD (see description)**  
**BK Pave**

**Leader: Scott Demel, 718-909-0066,**  
**scott@demel.net**

**Meeting Place: for ride: corner of Adams, Fulton and Joralemon, near BK**

**Boro Hall / for OLN broadcast:**  
**66 Water Street Bar, Brooklyn**

Commiserate and celebrate Paris Roubaix. COMMISERATE: Share the sensations of the European peloton as sections of Brooklyn cobblestones rumble through bikes, arms and legs. CELEBRATE: At the route's end, riders and non-riders can join for lunch in Dumbo at the 66 Water Street Bar where OLN's race

broadcast can be viewed on the big screen.

For the ride, sample some of the finest remaining examples of BK Pave at Bush Terminal, Red Hook, Cobble Hill and Dumbo. A few small inclines around Greenwood Cemetery and Sunset Park are included for good measure. Don't worry, the route starts out with smooth Brooklyn neighborhoods from Prospect Park to Bay Ridge. Helmets, skillful riding and a good attitude mandatory. Sturdy wheels and snug bottle cages highly recommended. Listed pace is the goal on clear stretches of asphalt and climbs but will be modified for traffic and other conditions; this is an urban ride with lots of turns. Weather does not cancel, prepare accordingly.

For lunch, the 66 Water Street Bar will be open and OLN's Paris Roubaix broadcast will be broadcast on the big screen. The ride will end at 66 Water Street. Secure bicycle parking will be available in the building. Lunch/brunch will be available from the restaurant. Remember, you don't have to ride to join in for lunch. This is an event for all cycling sport enthusiasts! Cyclists, friends and family are certainly welcome. If possible, please RSVP to [scott@demel.net](mailto:scott@demel.net) for a rough estimate of participants.

*NOTE: Final ride time is pending since OLN has not yet finalized the broadcast time. It may be live in the morning or an afternoon tape delay. For developing information and times, visit <http://www.demel.net/PR>. For bar location and menu, visit <http://www.waterstreetbar.com>.*

**B18 65 Miles 10:00 AM**  
**Armonk**

**Leader: Kimberly Ferina Triathlon\_barbie@homtail.com 917-601-7130**

**From: Engineer's Gate, 5th Ave and 90th St.**

The Emily Ride: This ride is dedicated to my best friend. Her birthday is the next day and to celebrate, I am leading her most favorite ride. It happens to be mine also. Hopefully she'll be able to join us. It is a scenic route to Armonk, stopping there for lunch. A beautiful ride home, you'll be upset when we get back to the city. Bring pocket food, liquid, and a positive spirit. It should be a great ride and tons of fun. Rain, Hail, Sleet, or Snow, stay in bed. Come and Enjoy

**B16 40+ Miles 10:00 AM**  
**River Road - Sunday Hills**

**Leader: Tim Casey 718-392-1963**

Now's the time to introduce yourself to some of our favorite hills. Make friends with them now and they'll welcome you back in the summer. No lunch stop, just a brief snack break. GWB to River Road. Goal is to be back in the park by 1PM, then you can meet your friends for Brunch, like regular humans. Helmet, good attitude, sense of humor & your own snacks required. Below freezing or any form of precipitation (snow, rain, locusts) at 8:30AM cancels. Any questions that morning, my answering machine will have the answer. 718-392-1963.

**B17/18 65/75 Miles 8:15 / 9:15 AM**

**Leader: Ron Grossberg Argee**  
**401@Aol.com 718 369 2413**

**From: Grand Army Plaza Bklyn / 9:15 from Statue of Civic Virtue Queens**

Scenic North shore ride with picnic lunch overlooking Long Island Sound Return via 170 St F train.

**C14 42 Miles 9:30 AM**

**Westwood Diner**

**Leader: Carol Waaser**  
**(biker-c@rcn.com 212-581-0509)**

**From: The Boathouse**

This is a pleasant ride to my current favorite pancakes (they're light and yummy, not lead in your tummy). This will be my recovery ride after Saturday's SIG, so speed limit will be enforced. Cancels: rain, snow, slick roads, winds above 25 mph. (Also if SIG is cancelled for weather on Saturday, this ride will be cancelled on Sunday so I can do the SIG ride. Sorry.) If in doubt, check nycc.org message board or leader's phone machine after 8:00 a.m. day of ride.

**C11-12 32Miles 10:00AM**

**Get Back in Shape C- STS: White Plains**

**Leader: Maggie Clarke 212-567-8272;**  
**mclarke@hunter.cuny.edu**

**Meet at benches just above Isham St on Broadway (underneath the Giant Gingko Tree); Take "A" train to 207th St; take elevator or stairs out at south end of station and walk north 1.5 blocks from 207th St.**

This is the third of a series of C rides to help us get back into shape after a winter of relative sloth. Let's venture north again on a very pretty route through the burbs of lower Westchester to a diner in White Plains for lunch. Helmets are required; there will be strict observance of Club riding etiquette. Bring your Metro-North pass for emergencies. Cancellation: starting temp below 40F, wind chill below 25F, icy roads, or 50% chance of precipitation. Call Maggie after 8 am if in doubt.

## Friday, April 18

**B16 55 Miles 9:15 AM**

**Leader: Ron Grossberg Argee**  
**401@Aol.com 718 369 2413**

**From: City Hall opposite Brooklyn Bridge bike path**

Long Beach and Point Lookout with lunch on the beach at Point Lookout. Call or e mail to confirm.

## Saturday, April 19, 2003

**A20± 85± Mi 7:30am**

**A-Classic Spring Training Series - Putnam County Ramble**

**Ride Leaders: John Zenkus,**  
**jjz2116@aol.com; Peter Walker, pwalker5@nyc.rr.com**



OK, the A-Classic STS has brought us three weeks of progressively more difficult hilly rides followed by a longer more rolling ride. Now, its time to put it all together with the first of our four "epic" rides. Starting in Garrison, we will noodle up 9W because once we turn on 301, the climbing begins soon through beautiful Fahnestock State Park. With a vertical gain of over 1000 feet this is a hard but rewarding climb. Will continue east to Brewster, then loop around a couple reservoirs then back on 301 finishing in Cold Spring, with a fast final descent. Metro North passes are a must, as well as the usual two waters bottles, powers bars, money for lunch and a bike in good repair along with a mandatory helmet. Meet at GTC around 7:30 AM to catch the 7:53 train. Check bulletin board for updates if weather appears unfavorable.

**A19 90 miles +/- 8:00 AM**

**A-19 Spring Training Series: Whippoorwill/Roaring Brook/Hardscrabble**

**From: Eastern side of parking lot at Tavern on the Green**

**Leaders: Andrea Kannapell (212) 674 1323 andreak@nytimes.com**

**Bennett Dubson (212) 755 0968 bdubson@earthlink.net**

Today\_s lovely tree lined journey through Westchester has a fair amount of climbing. But, we\_ve been working hard enough not to be intimidated. To join us, you don\_t need to sign up for the STS or participate in any rides but this one. You do need to have the group-riding skills and stamina to take your fair share of pulls in our rotating paceline at the listed pace. Please bring along your Metro North Bike Pass. A helmet, spare tubes, a well-maintained bike and a positive attitude are musts for all STS rides. Scheduled stops are limited, so bring pocket food and fluids. Wet roads; precipitation or a high likelihood of it; temps below 32; or winds over 25 mph move the ride to Sunday. If in doubt, call a leader before 8 a.m. or check the message board.

**B16 50-60 Miles 9:30 AM**

**Gourmet brunch/lunch to Piermont or Nycak**

**Leader: Jay Jacobson (845) 359-6260 joanandjay@aol.com**

**From: Boathouse**

Flexibility on speed, venue & route, depending on ability & wishes of group. Bring \$ (most entrees are under \$10) En route we may visit a mini bike/touring museum and/or a celebrity enclave.

**C14 42 MI 9:15 A.M.**

**Scarsdale**

**Leader: Scott Wasserman (914-723-6607 or swrides@earthlink.net)**

**From: The Boathouse**

I've calculated that the day of this ride the last snow pile in Westchester will evaporate and I'll be able to ride without wearing 3 pairs of socks. It's even possible it'll be warm enough to eat lunch outdoors, but don't count on it.

Substantial expected precipitation cancels.

## Sunday, April 20, 2003

**B16 40+ Miles 10 AM**

**River Road - Sunday Hills**

**Leader: Tim Casey 718-392-1963**

Now's the time to introduce yourself to some of our favorite hills. Make friends with them now and they'll welcome you back in the summer. No lunch stop, just a brief snack break. GWB to River Road. Goal is to be back in the park by 1PM, then you can meet your friends for Brunch, like regular humans. Helmet, good attitude, sense of humor & your own snacks required. Below freezing or any form of precipitation (snow, rain, locusts) at 8:30AM cancels. Any questions that morning, my answering machine will have the answer. 718-392-1963.

**C 12 35-40mi 9:30AM**

**Get Back in Shape C- STS: The Cherry Blossom Ride**

**Leader: Maggie Clarke 212-567-8272; mclarke@hunter.cuny.edu**

**Meet at Greeley Square (32nd St between Broadway and 6th Ave street level).**

Note earlier start time. This is the fourth of a series of C rides to help us get back into shape after a winter of relative sloth. If there have been a number of cancellations due to weather up to this point, the ride may be shorter. We'll take the PATH train to Newark this time, riding through Branch Brook Park where there are more cherry trees than anywhere else on the East Coast (except DC). This ride is timed for the peak of the blooms, and thence we go further into Essex County, NJ on a gorgeous route through the wealthy Montclairs to a diner in either Upper Montclair or Little Falls for lunch. We'll see the blooms again upon our return. Bring money for PATH. Helmets are required; there will be strict observance of Club riding etiquette. Cancellation: starting temp below 40F, wind chill below 25F, icy roads, or 50% chance of precipitation. Call Maggie after 8 am if in doubt.

## Saturday, April 26, 2003

**A20± 90± Mi. 8:00 AM**

**A-Classic Spring Training Series - Storm King/Indian Mtn/Poughkeepsie**

**Leaders: Ron Roth, ron@rroth.com ; Bill Greene, bgreene@nac.net**

**From: The Boathouse**

With some minor modifications, this route was shamelessly lifted from Fred Steinberg. And Fred did his homework on this one. A hilly ride up Little Tor, Old Gate Hill, and 7 Lakes Drive then a short stretch up 9W for the "entertaining" ascent of Mountain Ave. above West Point on to Storm King and its sweeping Hudson vista, lunch at Painters in Cornwall, apple blossom time among the orchards of Marlboro, Indian Mtn Rd. (great Berkshire views), and finally the train back from Poughkeepsie! MetroNorth Bike Pass, spending pelf, helmets, paceline skills, buff quads,

and stamina are essential. If weather forecasts call for persistent rain/wet roads we will scrub the ride and move it to Sunday. If in doubt, check the NYCC message board for a cancellation notice 90 minutes before departure.

**A19 105 miles 8:00 AM**

**A-19 Spring Training Series: Orange County; Return Via Metro North (Beacon)**

**From: Eastern side of parking lot at Tavern on the Green**

**Leaders: Mai Yee (917- 991-4279, mai\_yee\_2000@yahoo.com) and Bill Moss (212-569-8896, billmossnola@hotmail.com)**

Let\_s go somewhere new, and far! Today we'll explore the other side of Harriman State Park. Expect it to be as challenging as it is beautiful. (Can you say 10% grade)? To join us, you don\_t need to sign up for the STS or participate in any rides but this one. You do need to have the group-riding skills, stamina to take your fair share of pulls in our rotating paceline at the listed pace AND your Metro-North Bike Pass for the return home. A helmet, spare tubes, a well-maintained bike and a positive attitude are musts for all STS rides. Scheduled stops are limited, so bring pocket food and fluids. Wet roads; precipitation or a high likelihood of it; temps below 32; or winds over 25 mph move the ride to Sunday. If in doubt, call a leader before 7:30 a.m. or check the message board at nycc.org.

**C14 50 MI+/- 9:00 AM**

**"The Pier"**

**Leader: Tom Laskey (212-961-1610 or tomoboe@mindspring.com)**

**From: The Boathouse**

It's been a while since I dined on the Pier in Piermont. Why don't you join me for a truly sublime dining experience. We'll take some back roads for nice scenery going out, group consensus may guide us as to our route coming back. Helmets required, spare tube and patch kit recommended. Rain or 70% chance cancels. If in doubt, contact leader or check the message board.

## Sunday, April 27, 2003

**B15 50 Miles 9:30 AM**

**Get a Higher Education at Westchester Community College**

**Leaders: Irving and Hindy Schachter 212 758 5738**

**From: First Avenue and E. 64 St., NW corner**

Through the Bronx and Scarsdale to the enticing environs of Westchester Community College. The ride may split on the way home. One leader would take a faster group home by going across to Tarrytown and along the Hudson. The other leader would take a slower group home by a shorter path or even use the train part way.

**B16 41 Miles 9:30 AM**

**Tough Guys Ride**

**Leaders: Peter O'Reilly (ptor@prodigy.net) & Evan Marks (prcrstn8@earthlink.net)**

**From: The Boathouse**

This ride is an urban excursion passing through some neighborhoods of past and present "tough guys" like Frank Sinatra, Tony Soprano and Tube Bar's Louis "Red" Deutsch. Some highlights of the ride include: a few hills along-side River road, a little taste of Japan, Poland, and Paris-Roubaix, a nice view of Lady Liberty, stunning views of the Manhattan skyline and Jersey brownstones, a cool river breeze, a bark or two by Butch - the spirited junk yard dog and a not so glamorous view of the Exxon Valdez's offspring. A little bit of hard pack dirt road ridin' may be thrown in for good measure. (Yo! It's a tough guys ride, remember?) Road bikes are perfectly up for the task. Tough gals and a friendly 'tude are most welcome, too. Ride ends with Staten Island ferry ride to lower Manhattan.

**B16 40+ Miles 10 AM**

**River Road - Sunday Hills**

**Leader: Tim Casey 718-392-1963**

Now's the time to introduce yourself to some of our favorite hills. Make friends with them now and they'll welcome you back in the summer. No lunch stop, just a brief snack break. GWB to River Road. Goal is to be back in the park by 1PM, then you can meet your friends for Brunch, like regular humans. Helmet, good attitude, sense of humor & your own snacks required. Below freezing or any form of precipitation (snow, rain, locusts) at 8:30AM cancels. Any questions that morning, my answering machine will have the answer. 718-392-1963.

**C14 33 or 47 Miles 7:35 AM**

**North County Trailway**

**Leaders: Marilyn and Ken Weissman (212 222-5527)**

**From: Grand Central Terminal (information booth) for 7:48 AM bike train to Croton Falls**

The North County Trailway is one of Westchester County's PAVED rail-trails, running about 28 pretty-flat miles--trains don't climb hills--from just north of the Westchester/Putnam border to Tarrytown. This mostly tree-shaded route uses the roadbed of Metro North's abandoned Putnam line, crossing the Croton Reservoir on the old rail bridge, now reconstructed for bike use. About seven road miles to the trailhead. Metro North return from Tarrytown, with an optional 14 mile ride back to the #1 train. Picnic lunch in Millwood. Helmets and Metro North passes required. Rain or forecast of high below 50 cancels. (Rain/chill-out date; Sunday, May 4.)

**C12-13 40 Miles 10:00AM**

**Get Back in Shape C-STs: Rivervale, NJ**

**Leader: Maggie Clarke 212-567-8272; mclarke@hunter.cuny.edu**

**Meet at 178th St and Ft. Washington Ave**

**(rear of GW Bus Terminal); Take "A"**

**train to 175th St; take elevator out and walk north to 178th St.**

This is the fifth of a series of C rides to help us get back into shape. If there have been a number of cancellations due to weather up to this point, the ride may be shorter. Let's venture further into NJ on Irv's very pretty route through the burbs of Bergen (and probably Rockland County, NY) to the Rivervale Diner for lunch. Helmets are required; there will be strict observance of Club riding etiquette. Cancellation: starting temp below 40F, wind chill below 25F, icy roads, or 50% chance of precipitation. Call Maggie after 8 am if in doubt.

**Wednesday, 30 April 2003**

**C 18 Miles 7:00 PM**

**Wednesday Night Stessbuster**

**Leader: Peter Hochstein (212-427-1041)**

**From: 90th Street & Fifth Ave. Central Park Entrance**

Ride three times around the park at your own pace. We stop after each lap to regroup and schmooze a bit. While this ride is primarily for C-riders, B and A riders occasionally join, too. Hey, if you got stress, you gotta bust it. Leader may have a conflict, so call to confirm the day of the ride (212) 427.1041.

**Sunday, 4 May 2003**

**C12-13 45 Miles 9:30AM**

**Get Back in Shape C-STs: Stamford, CT**

**Leader: Maggie Clarke 212-567-8272; mclarke@hunter.cuny.edu**

**Meet at benches just above Isham St on Broadway (underneath the Giant Ginkgo Tree); Take "A" train to 207th St; take elevator or stairs out at south end of station and walk north 1.5 blocks from 207th St.**

This is the sixth of a series of C rides to help us get back into shape. If there have been a number of cancellations due to weather up to this point, the ride may be shorter. Let's venture northeast through lower Westchester and the hills and estates of lower Fairfield County, CT to the Long Island Sound. If we're lucky we'll get into the beautiful Old Greenwich point park. We'll be taking Metro-North back, so bring your pass and money for a ticket. Helmets are required; there will be strict observance of Club riding etiquette. Cancellation: starting temp below 40F, wind chill below 25F, icy roads, or 50% chance of precipitation. Call Maggie after 8 am if in doubt.

**SIG Rides**

**Saturday, April 05, 2003**

**A-SIG Classic 72 MI 9:00 AM**

**Ride #6: Rockland Lake**

**Leaders: Dan Keating (973) 632-5019, Diane Kee (212) 628-8823 and Rich Sporer (718) 522-4415**

**From: Boathouse parking lot**

Double, rotating paceline and bike handling drills You can't miss this one. This is the turning point of the A-SIG. The double-pace lines we practice and hone as we ride laps around Rockland Lake set a standard of group riding that will carry us through the rest of our season together. We will alternate the lead regularly as well as practice regrouping skills for instances where we need to go from double to single lines quickly. We will also do low-speed bike handling drills on the grass in order to learn how to manage when riders bump shoulders or elbows or tap wheels. We head to Rockland Lake along 9W and climb some formidable hills on the way up with an opportunity to refuel before we get to the business of our laps. On the way back we'll stop in Nyack for another chance to recover, then climb some more hills at the state line on our way to NYC. The usual: arrive early to sign in, we leave at 9:00 sharp. Rain date: Sunday, April 6.

**"A-19 SIG" 50 miles 9:00 A.M.**

**Ride #6: Park Ridge**

**Leaders: Gretchen Bates (212) 439-6778 and Tim Andon (718) 392-6988**

**From the Boathouse Parking lot: Who let the dogs out?**

**SKILL: Double non-rotating Paceline (Don't take the tape off your helmet!)**

You are all looking so fine. The pace lining we learned over the last few weeks will evolve into a thing of beauty today. We'll advance to double paceline riding to take advantage of the wind breaking effect of the front riders. This will enable us to keep the speed up and preserve our energy. You won't believe how your training pays off. If you continue on the steep learning curve you've demonstrated thus far, we'll even rotate the double pace lines today. Stragglers will have to use their cue sheets; the "no drop policy" has expired.

**B-SIG 65 MI +/- 8:00 AM**

**B15, B16 & B17 Oyster Bay NY**

**Leaders: Brian Stockmaster (718) 797 3243, bstockmaster@nyc.rr.com**

**Florence Grant (212) 639 6840, florencegrant@aol.com**

**From: Heckscher Playground (C.Pk. on South Drive opposite 7th Ave & 57th St. Exit)**

Today we will learn the basics of paceline riding. We'll practice on the long, straight LIE Service Road both going out and coming back. This is a pretty ride through L.I.'s North Shore horse country. Bring your Metro Card, Train pass and pocket food, as it's a long way to our



lunch stop. If weather's nice we can picnic by the Long Island Sound. Return via subway in Forest Hills. NOTE THE EARLY START TIME & DIFFERENT LOCATION. Cancels: actual temperature below 25-degrees at 7:00am; raining or snowing; wet or slick roads; or steady winds above 40 mph. Check nyc.org bulletin board or call listed leaders if uncertain. If weather cancels we try to ride on Sunday.

**C-Sig Week #4****NJ via G.W. Bridge****9 AM from Boathouse parking lot, Central Park****10 AM from GW Bridge Bus Terminal, lower level (178 St. & Ft. Washington Ave.)****Ride Leaders Paul Hofherr (212) 737-1552 bikeman999@aol.com, Gary McGraime (212) 877-4257 garynyc@aol.com, Patricia Janof (212) 737-1668 patricia.janof@verizon.net.**

If your ride leader hasn't contacted you, call above to confirm your start time and meeting location. Bring water bottle, helmet, spare tube, bike pump and lock, and \$ for lunch. Precipitation, temps below 35 degrees at start, postpones 'til Sunday.

Call or email ride leader by 8:30 AM if in doubt.

**Tuesday, April 8, 2003****All SIGs****First Aid Class for Cyclists (limited to A-19, A-Classic, B and C SIG participants only; sorry). 6:30 P.M. – 8:00 P.M.****Tuition: \$10.00 All proceeds will donated to the North Brooklyn Recycle a Bicycle program for kids.****Leader: Ed Fishkin (718) 963-8569 to R.S.V.P. (ask for Ms. Hiite)****Location: Woodhull Hospital, Conference Room #1****Directions: Take the "J" or "M" train, last car, direction Metropolitan Avenue to the Flushing Ave. stop. Go down the stairs to the main hospital entrance and follow signs to conference room #1 on the 3rd Floor.**

This class is mandatory for "A-19" siglets. Other SIG participants are invited. This session is designed to make you more comfortable preventing and dealing with accidents. You'll receive the first aid recommendations for common cycling injuries. We hope you'll never need to use what we cover this evening, but it's always better to be prepared. Recommendations for a small, personal, portable first aid kit will be shared with you

**Saturday, April 12, 2003****A-SIG Classic 81mi 8:30 AM****Ride #7: Saddle River****Leaders: Mary Anne Cotter (212) 685-5797, Paul Frio (212) 529-9462 and Jack Lehnert (718) 884-6437****From: Boathouse parking lot**

Endurance, endurance, endurance NOTE EAR-

**LIER START TIME**

This is one of the best rides of the A-SIG and one of the toughest. It requires that you pace yourself and work with the group as a team. No going it solo, blowing up on the way out and having nothing left on the way back! We'll take Saddle River Road north to Spring Valley for a stop at the Mt. Ivy Diner. On the way home, your reward: South Mountain Road. This is a turning point for many riders, and a taste of things to come. We're picking up the pace, achieving that targeted 21-22mph on the flats. This is what an A-ride is like: challenging, long, fast. We've been working together for weeks now, training hard during the week so we can make it through rides like this one. We depart at 8:30 SHARP. The usual applies: set out with names on helmets, pocket food, water and a strong spirit. Rain date: Sunday, April 13.

**"A-19 SIG" 72 miles 8:45 A.M.****Ride #7: Rockland Lake Fandango****Leaders: Bob Mirrell: (212) 734-6916****Marcy Bloomstein (212) 367-0407****From the boathouse parking lot****SKILL: Double, Rotating Pace Lines**

PLEASE NOTE THE EARLIER START TIME THIS WEEK: Did you miss your leaders this week? You won't after today. The moment you've been waiting for has arrived. We'll power up to Rockland Lake State Park (your muscles will be quivering in anticipation of today's full throttle workout). Once in the park, your group will ride in double paceline formation for three or four loops working like an aerodynamic peloton the whole time. You won't believe how Tour de France we'll look. Communicating perfectly all the way, you'll feel the "G" spot of cycling. Topping it off with lunch at the Runcible, we'll glow all the way home and recap on the Hill. The usual cancels.

**B SIG 60 +/- & 62 +/- MI 8:30 AM****B16, B17 & B18Nyack (NY) the Hilly Way****Leaders: Tim Casey (718) 392 1963, tim\_casey@earthlink.net****Marjorie Shaffer (212) 387 8347, marjorie.shaffer@med.nyu.edu****From: Ramble Shed (north of Boathouse on East Drive)**

Today we pick up the pace and have our last class: on climbing and descending. Then we are off to N.J. for lots of climbing practice. We will approach Nyack the back way over Bradley Hill and after lunch return up State Line Hill (the rest of 9W is great for practicing our paceline skills). Bring pocket food, it's over 30 miles to lunch and note new start time. Cancels: actual temperature below 25-degrees at 7:30am; raining or snowing; wet or slick roads; or steady winds above 40 mph. Check nyc.org bulletin board or call listed leaders if uncertain. If weather cancels we try to ride on Sunday.

**C-Sig Week #5 9:00 AM****Ride Leaders Paul Hofherr (212) 737-1552****bikeman999@aol.com, Gary McGraime (212) 877-4257 garynyc@aol.com, Patricia Janof (212) 737-1668 patricia.janof@veri-****zon.net.****From:Boathouse parking lot, Central Park**

The C-Sig is now closed to new members. The rest of us bring water bottle, spare tube, bike pump, lock and lunch \$. The usual postpones ride to Sunday. Call ride leader by 8:15 AM if in doubt.

**Saturday, April 19, 2003****A-SIG Classic 78 MI 8:30 AM****Ride #8: Mt. Kisco and Whipoorwill Road****Leaders: Timothy McCarthy (718) 204-7484 and Seth Prince (718) 422-0085****From: Boathouse parking lot**

More endurance and map reading skills

Today we get to test our mettle. We'll ride up to White Plains via Pelham Parkway and Shore Road. Then we'll cruise up Route 22 to Route 120 North—roads that offer a fantastic opportunity to hone our double rotating paceline skills. Then we tackle Whipoorwill, the longest climb we've had so far—a real beauty. We will focus on hill climbing skills, pacing and endurance, as well as the important, and often forgotten, descending skills. Our stamina grows by leaps and bounds. The rides get longer and the pace gets faster and steadier. Feeling like A-riders yet? Be at the Boathouse by 8:15, sign in, and be on your bike by 8:30 with names on helmets, pocket food, water and a Metro North Pass in case it rains. Rain date: Sunday, April 20.

**"A-19 SIG" 65 miles 9:00 A.M.****Ride #8: Syosset****SKILL: Double Rotating Pacelines (let's perfect it)****Leaders: Ed Fishkin (718) 633-3038 and Jim Galante (201) 503-9192****From the boathouse parking lot**

You are all looking so fine. The double pacelining we perfected last week will be fine tuned as we make short work of the spacious Long Island Expressway Frontage Road. We'll steam out to Syosset in record time and really appreciate how all the training you've been doing pays off. We have a special treat in store for us in Syosset; a beautiful catered dining experience at the Nostalgia restaurant. You'll love it for a measly \$10.00 or so.

The usual cancels.

**B SIG 73 +/- MI 8:30 AM****B16, B17 & B18Armonk NY****Leaders: Rick Braun (212) 477 2575, rbraun@courts.state.ny.us****John Herman (718) 706 6628, jherman5@nyc.rr.com****From: Ramble Shed (north of Boathouse on East Drive)**

School's out, we are cranking up the miles and you are really lookin' smooth. Once again bring your Metro North Train pass and pocket food. Lunch on the lawn of Schreiber's Deli in Armonk. We will ride home through Tarrytown and down Rte. 9, who knows might even stop for a goodies on the way home.

Cancels: actual temperature below 25-degrees at 7:30am; raining or snowing; wet or slick roads; or steady winds above 40 mph. Check nycc.org bulletin board or call listed leaders if uncertain. If weather cancels we try to ride on Sunday.

**C-Sig**      **Week #6**      **See Time Below**

**Ride Leaders Paul Hofherr (212) 737-1552 bikeman999@aol.com, Gary McGraime (212) 877-4257 garynycc@aol.com, Patricia Janof (212) 737-1668 patricia.janof@verizon.net.**

If necessary, contact your ride leader to confirm starting time and location. Bring all your usual gear. Rain or 35 degree temp at start postpones until Sunday. Call by 8:15 if in doubt.

## Saturday, April 26, 2003

**A-SIG Classic- 85 MI**      **7:45 AM**

**Ride #9: Little Tor (why do they call it little?)**

**Leaders: Mary Anne Cotter (212) 685-5797, Christy Guzzetta (845) 265-7210 and Rich Sporer (718) 522-4415**

**From: Boathouse parking lot. NOTE EARLIER START TIME**

We'll ride out at a strong, steady pace, in perfect formation, wheels whirring, practicing good communication skills and steeling each other against the challenge ahead. As Little Tor looms we then get into the right gear in order to creak and grind our way to the top. On this ride, leaders often get dropped because they've created monsters out of all you cycling gods and goddesses! As a reward for tackling this SIG-nificant climb we get to ride down South Mountain Road on the way home. You are almost ready for the big one, and you are almost ready to lead an A-ride yourself. Be at the Boathouse by 7:45. Names on helmets, pocket food, and two water bottles required. Rain date: Sunday, April 27.

**"A-19 SIG"**      **7:30 A.M.**

**Ride #9 Darien/Westport(Connecticut)**

**SKILL: How to lead a ride and read a cue sheet**

**Leaders: Ed Fishkin (718) 633-3038 and Jim Galante (201) 503-9192**

**From Grand Central Terminal**

Arrive at GCT no later than 7:30 A.M. and purchase your tickets accordingly. 8:07 train to Darien; return from Westport. Note the ridiculously early start time.

This is one beautiful ride! You will have a phenomenating experience today. The elegance of double rotating pace lines in the pastoral setting of rural Connecticut will combine to present you with a breathtaking tour de force in an incredible ride. You are feeling so strong because your weekday training has reaped benefits for you. You're awesome! We'll be able to pick up the pace a little and really see the energy preserving and aerodynamic advantages of double pacerline riding. The ride has plenty of twists and turns and siglets will use

this opportunity to learn how to lead a ride and use a cue sheet. You can get a bagel and coffee and bring it on the train. MAKE CERTAIN YOU HAVE A METRO NORTH PASS. YOU WON'T BE PERMITTED ON THE TRAIN WITHOUT ONE. You must obtain a pass at Grand Central during the week; not on the day of the ride. The usual cancels. (don't forget to look at the schedule for tomorrow too)

**B SIG 70 or 83 or 93 +/- MI**      **7:30 AM**

**B16, B17 & B18 Deepest Westchester**

**Leaders: Liane Montesa (212) 929 0787, lianemontesa@hotmail.com**

**Reginald Johnson (718) 388 9570, rabjohnson@rcn.com**

**From: Grand Central Station (The clock atop Metro North Information Booth)**

This is our challenging penultimate ride, so bring a smile & your Metro North pass. Buy a one-way ticket to White Plains, maybe some Java & a bagel for the train ride. We will ride north from White Plains, it's a beautiful hilly ride through upper Westchester. Bring lots of pocket food as we will stop twice to snack once in Bedford and again in Somers. You can take the train home from Tarrytown @ 70 miles or ride to the Subway at 83 miles or all the way back to Manhattan 90 miles. NOTE DIFFERENT START TIME AND LOCATION. Cancels: actual temperature below 25-degrees at 6:30am; raining or snowing; wet or slick roads; or steady winds above 40 mph. Check nycc.org bulletin board or call listed leaders if uncertain. If weather cancels we try to ride on Sunday.

**C-Sig**      **Week #7**      **See Time Below**

**Ride Leaders Paul Hofherr (212) 737-1552 bikeman999@aol.com, Gary McGraime (212) 877-4257 garynycc@aol.com, Patricia Janof (212) 737-1668 patricia.janof@verizon.net.**

If necessary, contact your ride leader to confirm starting time and location. Bring all your usual gear. Rain or 35 degree temp at start postpones until Sunday. Call by 8:15 if in doubt.

## Sunday, April 27, 2003

**A-19 SIG" Bike Maintenance and Handling Skills Essentials: 9:30 A.M.**

**Leaders: Ed Fishkin (718) 633-3038 and Gifted Leaders Team**

**From the boathouse parking lot**

Bring your bike. This activity is limited to "A-19 SIG" participants (sorry). Half the group will ride with the pros and learn the skills necessary for crisis management on your bike (riding over gravel, sand, glass, sudden flat tires/blowouts, bumping another rider, super sharp turns, etc.). The other half will learn the essentials tips and techniques necessary for you to keep your bike running like new every day (basic maintenance schedule, easy way to fix a flat, how to clean and lube your chain, adjusting brakes and derailleurs and other skills too). Next Sunday, this special session will be repeated and you'll be assigned to the other group. All ride listings for the rides you

wish to lead should be given to Ed, Jim, Bob or Rob.

## Out of Bounds

**Saturday May 17 / Sunday May 18**

**A17-22**      **250 Miles**      **Time TBD**

**Montauk Twin Century**

**Leader: Marty Wolf 212-935-1460**

**From: Call leader**

Call for costs, time, meeting place. In our version of the Montauk Century, we bike out on Saturday and return on Sunday, on the same road used by the one-way century riders. We also tend to break into tiny groups of 2 or 3 as we find others who ride our pace, so some riders will go much faster than the named pace. Rooms are often limited and must be paid in full no later than Sat, May 10 (which is also the cancellation date). Leader will have a few rooms reserved for the earliest callers.

**Saturday, May 17, 2003**

**Long Island Alzheimer's Foundation presents its 3rd annual "A Ride to Remember" bike tour of Nassau County's North Shore.**

**Registration: 7:15 a.m.-8:15 a.m.**

**Location: Long Island University at C.W. Post Campus, East Gate, Northern Blvd., Brookville, NY**

**Start:30-mile course-8:15 a.m. sharp**

**20-mile course-8:45 a.m. sharp**

Proceeds benefit the Long Island Alzheimer's Foundation, an independent nonprofit organization that provides educational and social services to improve the quality of life for individuals with Alzheimer's disease and related dementias, and their families in Nassau, Suffolk, Queens and Brooklyn.

For more information about LIAF or "A Ride to Remember," call toll-free 866-789-5423 or visit [www.liaf.org](http://www.liaf.org).

**Friday through Monday, June 6-9, 2003**

**Montreal Bike Festival 2003**

For the amazingly cheap price of just \$350, you can join riders from across the Metro area for a long weekend of great riding at the annual Montreal Bike Festival, including Le Tour de L'Ile, the world's biggest mass cycling event. Sponsored by the Five Boro Bike Club. Led by trained, experienced leaders. Open to everyone. Information and Signup:

Wentworth Price went13@lycos.com 718-857-2278; Steve Sakson stevesakson@yahoo.com 212-308-8584

**Saturday, June 14, 2003**

**2003 Ride for Autism charity bicycle tour, Monmouth County, NJ.**

Information about the event, and online registration, is available at [www.ride4autism.org](http://www.ride4autism.org).



## Bike New York Facts: The Great Five Boro Bike Tour

The Event BIKE NEW YORK is America's largest cycling event. Thirty thousand (30,000) cyclists ride 42 miles on traffic free streets through the five boroughs of New York City. The Tour ends with a festival of music, food, and exhibits. The 26th annual BIKE NEW YORK Tour celebrates the rhythm of New York City. Date/Time Sunday, May 4, 2003 - 8:00 AM start. Tour activity continues throughout the day.

**Location:** Tour starts in lower Manhattan and travels through the Bronx, Queens, Brooklyn and Staten Island.

**BIKE NEW YORK FESTIVAL 2003:** is staged at Fort Wadsworth in Gateway National Recreation Area on Staten Island.

**Producers Bike New York, Inc.:** a not-for-profit organization, in association with the New York City Department of Transportation. The Mayor of New York City is invited to the start line ceremonies.

**Participants:** 30,000 recreational cyclists including families and groups of friends of all ages.

**Registration:** Registration begins mid-February. Register on line at [active.com](http://active.com); download a registration at [www.bike-newyork.org](http://www.bike-newyork.org); or send a SASE to BIKE NEW YORK, 891 Amsterdam Ave., New York, NY 10025 to get a registration in the mail. Early Registration: \$33 each by 4/9; **Advance Registration:** \$38 each 4/10 - 4/21; Youth Registration: Age 17 and under \$17. Registrations for age 14 and under must be received with an adult's registration.

**VIP Registration:** \$145 by 4/14.

**Proceeds:** Event proceeds benefit community organizations, such as Recycle-A-Bicycle (RAB), that teach respect for the environment, bicycle maintenance, retail skills and bicycle safety to inner-city youth. Bike New York also gives RAB students the chance to share their knowledge with young people in the JP Morgan Chase Sports and Arts in Schools program, also supported by the Tour. Proceeds also benefit the Department of Transportation Traffic Safety for NYC Inc. a not-for-profit organization that uses Safety City, a simulated urban environment and learning center, to

teach children traffic safety through practice and the arts.

**History BIKE NEW YORK** was first produced in 1977 by Hostelling International-American Youth Hostels as part of a bicycle education and safety program created for the NYC Board of Education. Since the first ride by 250 children and leaders, BIKE NEW YORK has become the largest bike Tour in the United States.

**For Tour Web Site:** [www.bikenewyork.org](http://www.bikenewyork.org)

**Telephone:** 212-932-BIKE

**Email:** [info@bikenewyork.org](mailto:info@bikenewyork.org)

**Information Address:**

BIKE NEW YORK,  
891 Amsterdam Avenue,  
New York, NY 10025

Contact Ann Jackson, Event Director  
BIKE NEW YORK,  
891 Amsterdam Avenue,  
New York, NY 10025-4403  
Telephone: 212-932-2453 Ext. 130  
Fax: 212-932-3206  
e-mail: [annj@bikenewyork.org](mailto:annj@bikenewyork.org)

## AUDAX 200K HUDSON RIDE ... April 6, 2003 - 7 a.m. SHARP! start

(this means arrive no later than 15 minutes before start) Sanctioned by Union Audax Federation (UAF)

**FREE** Start: George Washington Bridge - New Jersey Side bike path entrance

**Brevet Cards** No conditions cancel For further information contact: Karl Dittebrandt 212-477-1690

## Special Discount for Friends of the NYCC

ADMIT ONE

**SPECIAL SNEAK PREVIEW NIGHT!!**  
THURSDAY MAY 1 ONLY  
5pm - 9:30pm  
Pay just \$5 with this pass!

Regular admission price without pass: **\$10**



**DISCOUNT ADMISSION with this pass:**

**\$8**

Friday May 2  
4pm - 9:30pm  
Saturday May 3  
11am - 8pm

ADMIT ONE

Take the N, R, 6 subways, PATH train, or M101, M102, or M103 bus to the New York State Armory at 26th & Lexington  
Easy Walk from LIRR at Penn Station • Free Indoor Valet Bicycle Parking • [www.bicycleshows.us](http://www.bicycleshows.us)

## Advertising and Volunteering

*All members of New York Cycle Club are entitled to free classified advertising in the bulletin.  
Take advantage of your membership benefits!*

### NYC Bike Show 2003 We Want You ...

...to represent our club at the annual NYC Bicycle Show this coming May 1-3 at a new location, the New York State Armory (68 Lexington Avenue at East 26 Street).

This year, as in the past, NYCC will have a free booth—and we need you to meet and greet visitors. We'll be telling everyone about our great club and the various programs and events we sponsor...the SIGs, weekly rides, monthly programs, ENY, getaway weekends, etc.

We need one person to coordinate this event. (Is that you?) And we need several more volunteers to help set up and work the booth. This is a great opportunity to meet lots of people (both club and non-club members), use your organizational skills, and give back to the club. Hey, you never know who you might meet!

For more information, contact David Hallerman at [volunteers@nycc.org](mailto:volunteers@nycc.org)



### 2003 New Jersey Brevets (not races)

Princeton brevet dates:

- 300K - April 12 (Princeton - 20 hrs)
- 400K - May 10 (Princeton - 28 hrs)
- 600K - June 15 (Princeton - 40 hrs)

Metro New York brevet dates:

- 200K - May 18 (New York City - 13.5 hrs)
- 200K - July 12 (New York City - 13.5 hrs)

**Not riding? Ask how to volunteer!**

TO REGISTER and MORE INFORMATION:

[www.njrandonneurs.com](http://www.njrandonneurs.com) or

email the organizer:

Diane Goodwin at [dgoody@mindspring.com](mailto:dgoody@mindspring.com)

*Look for our booth at Bike New York!*

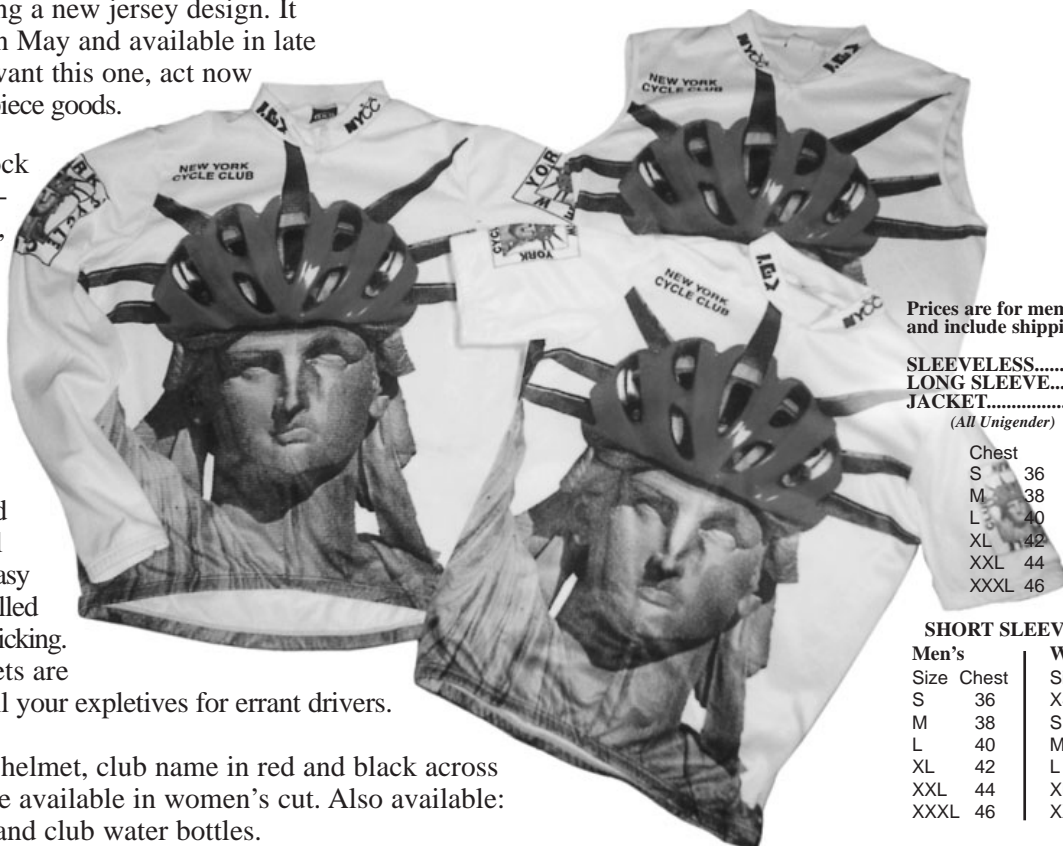
## HURRY! THE DAYS OF THIS AS YOUR OFFICIAL CLUB JERSEY ARE ENDING.

The club is choosing a new jersey design. It will be announced in May and available in late summer. So if you want this one, act now or forever hold your piece goods.

These are all in stock now. They're so imaginative, so eye-catching, they've been sought by cyclists as far away as Europe, the South Pacific, and even New Jersey.

Designed by club member Richard Rosenthal and manufactured by Louis Garneau, all have 15" zippers for easy on-and-off and controlled cooling, all are super-wicking. The three rear pockets are big enough to hold all your expletives for errant drivers.

Green Liberty, red helmet, club name in red and black across pockets. Short sleeve available in women's cut. Also available: windbreaker jacket and club water bottles.



Prices are for members/non-members and include shipping and handling.

SLEEVELESS.....\$49/\$69  
LONG SLEEVE...\$60/\$80  
JACKET.....\$58/\$78

(All Unigender)

|       |    |
|-------|----|
| Chest |    |
| S     | 36 |
| M     | 38 |
| L     | 40 |
| XL    | 42 |
| XXL   | 44 |
| XXXL  | 46 |

**SHORT SLEEVE @ \$54/\$74**

| Men's |       | Women's |       |
|-------|-------|---------|-------|
| Size  | Chest | Size    | Chest |
| S     | 36    | XS      | 30    |
| M     | 38    | S       | 32    |
| L     | 40    | M       | 34    |
| XL    | 42    | L       | 36    |
| XXL   | 44    | XL      | 38    |
| XXXL  | 46    | XXL     | 40    |

To order, go to <http://nycc.org/stuff.html> or e-mail [NYCCstuff@nyc.rr.com](mailto:NYCCstuff@nyc.rr.com)



# NYCC 2003 MEMBERSHIP APPLICATION / RENEWAL / 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 employ ees, 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.

PLEASE PRINT OR USE ADDRESS LABEL. ZIP CODE IS REQUIRED. Mail this application with a check made payable to:

**New York Cycle Club, P.O. Box 20541, Columbus Circle Station, New York, NY 10023**

New     Renewal     Change of Address Date: \_\_\_\_\_ Check Amount: \_\_\_\_\_

ANNUAL MEMBERSHIP: Jan. 1 - Dec. 31, 2003. Please check the appropriate box:

Individual \$24 (\$12.00 after Labor Day 2003)     Couple residing at the same address \$30 (\$15.00 after Labor Day)

NAME(1): \_\_\_\_\_ EMAIL: \_\_\_\_\_ Riding Style: (circle one) A B C

NAME(2): \_\_\_\_\_ EMAIL: \_\_\_\_\_ Riding Style: (circle one) A B C

ADDRESS: \_\_\_\_\_ APT. # \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP (required): \_\_\_\_\_

NIGHT TEL: \_\_\_\_\_ BIRTHDATE: \_\_\_\_\_

SIGNATURE(1): \_\_\_\_\_ DAY PHONE: \_\_\_\_\_ EXT: \_\_\_\_\_

SIGNATURE(2): \_\_\_\_\_ DAY PHONE: \_\_\_\_\_ EXT: \_\_\_\_\_

Check, if applicable:    I do not want my     Address     Phone     Email published in the NYCC roster.    register online @  
 Partner does not want     Address     Phone     Email published in the NYCC roster.    

Check if you want to receive monthly bulletin:     Online only (requires email address)     Via regular mail

## Bike Shop Discounts .... NYCC membership saves you dollars!

Membership card. Cut me out.

**A BICYCLE SHOP**  
 345 West 14th Street, NYC, NY  
 (212) 691-6149 or  
 www.a-bicycleshop.com;  
 abikshp@aol.com; 10% off non-sale  
 items (not items already discounted).

**BICYCLE HABITAT**  
 244 Lafayette Street, NYC, NY  
 (212) 431-3315 or  
 cmcbike@aol.com; 15% off parts  
 and accessories. 10% off bikes,  
 no discounts on sale items  
 (no double discounts).

**BICYCLE WORKSHOP**  
 175 County Road  
 Tenfly NJ 07670  
 201-568-9372  
 10% off on part and accesories

**BICYCLE RENAISSANCE**  
 430 Columbus Avenue, NYC, NY  
 (212) 724-2350. 10% off repairs  
 and accessories (not on sale items  
 and new bikes).

**CNC BICYCLE WORKS**  
 1101 1st Avenue, NYC, NY  
 (212) 230-1919 or cncbicycle-  
 works@juno.com;  
 8.25% off accessories, repairs, rental  
 and bikes.



**CONRAD'S BIKE SHOP**  
 25 Tudor City Place, NYC, NY (212) 697-6966 or  
 conradbike@aol.com; 8.25% off parts, accessories and repairs.

**CYCLE PATHS**  
 138 Main Street, New Paltz, NY (845-255-8723); 15% off parts  
 and accessories. 10% off bikes, no discounts on sale items  
 (no double discounts).

**GOTHAM BIKES**  
 112 West Broadway, NYC, NY (212) 732-2453 or  
 gotbik@aol.com; 10% off parts, accessories and repairs.

**LARRY'S and JEFF'S**  
 2nd Avenue Bicycles Plus, NYC, NY  
 1690 2nd Ave. @ 87th St., NYC, NY (212) 722-2201, 15% off  
 accessories and parts. 5% off or better on  
 new bikes.

**NEW HORIZONS SPORTS**  
 55 Franklin St., Westfield, MA 01085  
 413-562-5237

Don@NewHorizonsBikes.com  
 Certified Serotta Bike Fit Specialist  
 www.NewHorizonsBikes.com  
 www.BerkshireBrevets.com  
 10% off parts and accessories

**PIERMONT BICYCLE CONNECTION (2 locations)**  
 215 Ash Street, Piermont, NY 10968  
 (845) 365-0900

4 Washington Street, Tenafly, NJ  
 07670 (201) 227-8211  
 www.piermontbike.com

10% off EVERYTHING including  
 bicycles. FREE SHIPPING on  
 purchases over \$100.

**SID'S BIKE SHOP**  
 235 East 34th Street, NYC, NY  
 (212) 213-8360 or  
 www.sidsbikes.com: 8% off parts,  
 accessories and clothing.

**TOGA BIKE SHOP**  
 110 West End Avenue, NYC, NY  
 (212) 799-9625 or gotbik@aol.com;  
 10% off parts, accessories and repairs.

## NYCC Members' Monthly Meeting .... Tues., April 8th

### The ABC's and FAQ's of Leading Club Rides

Thinking about making the leap to leading club rides but don't know where to begin?

Have you led rides but want to take new stock of your checklists and resources?

Can you share your experiences, helpful hints, and anecdotes with would-be ride leaders?

Come and join a panel of some of the club's finest veteran ride leaders as they present the ins and outs of planning and leading rides for the NYCC.

The NYCC depends on the growth of new ride leaders to continue to offer the variety of routes, distances, and pace that have made our club so successful. Here's an ideal opportunity and forum for riders of all levels to learn and share the common language of ride leadership. If you're new to the club or are currently participating in one of the many SIGs, this is a timely opportunity to gear up for your growth into more active club membership.

Our speakers will cover all the straightforward, and not-so-straightforward, aspects of putting together and leading a group of cyclists for the NYCC.

**So, please join us on Tuesday, February 18 at**

**Annie Moore's Pub and Restaurant (downstairs) ... 50 E. 43rd St**

**(west of Grand Central Station bet Madison & Park Aves.) • (Subway: take 4/5/6/7 to Grand Central/42nd St)**

Buffet Dinner includes: Chicken Marsala, Pasta Primavera, Sheppard's Pie, rice, green salad, coffee or tea, and more.

Dinner is **\$20.00**, including tax and tip (cash only)

Hours: Social hour w/cash bar starts at 6 p.m. Dinner at 6:45 p.m. Program runs from 8 until 9:15 p.m..

## First Class Mail Dated Material

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