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 finish at all.

Continued on page 4
**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 – 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 luggage 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 Berkshirees@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 cyclists 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 get started, it was also the first day for CRGA 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 winter, 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 went with him on 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
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 Bruner, 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 Graziole 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

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**Road Dirt**

April

By Wentworth D'Arcy Rhodes

IV

Simone 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 BSig as a newcomer.

From correspondent Chris Taeger: On the first day of the A-SIG Classic, Tim McCarthy was directing his group onto Rockleigh 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 negated the turn, and merely biked directly into a snow pile.

The ride concluded without any other incidents worth reporting. Res Ipsa loquitur.

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: harrietbeecherstowe@nyc.rr.com.
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 derailier 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 wordplay, based on the e-names in the club's roster.

We see our professions in <nyarchitect>, <brokenerjohn>, <cpeaceys>, and <bikeadman>, <mbtetriles> and <joelphoto> must be job-related. Possibly so is <tickmant>. However, <dabuyer> is not a buyer with a Brooklyn accent. It is Deborah Buyer. <daviddotti> is not a ds.com, and <cook-laurel> is not a cook. It is Laurel Cook. <jeffmehanic> is not a mechanic. It is Jeff Mechanic. <salmann> is not a salt spreader. It is Sandy Altman. <isacolick> is not a sick baby. It is Israel Socolick. <david.modest> may or may not be modest; he's not saying he is. He is David Modelo. <merryshe> may or may not be melodious. It is My Shelly's.

What about <captainconductor>? Does he outrank <drunkcapt>? Do they drink <pabbrew> and <NotherHarpPlease>? Of course, Harp, drink <pabbrew> and <NotherHarpPlease>! However, <timpiper> is not a musician. It is Tim Piper.

Speaking of things musical, is <mgmswin> in the thrall of Esther Williams? Let's ask <renatofilm>, <thuntergroup>, 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 Conners 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 broadcasting herself as <VYBnoM}. 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. <Breed> is not boasting of his virility: it is Ben Reeder. <Ecocholbuster> sounds like a lurker's name but he isn't broadcasting his availability since his wife shares the same e-name.<Mashmore> is not confessing being a mocker. It is the aforementioned Mary Conners Ashmore. For the most part, I'm passing over domain names, but pause here because <kevin@did-it.com>

Do <butchgirl> and <bike_dyke> go tandeming? Does <mrlovely> hear for them? I won't disparage them, but <gettwisted> 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-

Energy. They could catch up on their zzzs.<Does <mmor0f0> have a gender identity problem? It's a woman, not a man. If you have a stuck keyboard, write <mmmmaris>. Does Mike Allison know <missalyssaan>? (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 Turff, and Mike Vesko 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 <butchgirl> or <mrlovely>!), consider <renagade>. You're writing Rhenia. However, when you write <mepheines> you are not writing anyone named Phineas.

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

You want people to <writemine>, 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 <planetjetan>. Why would anyone use <gthdgg>, or <anwugf3>, or <galsongc>? You can't say it. And everytime you try, you know you are going to have to repeat it over and over again. Aithen 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.1.martino@aexp.com/elemartino@msn.com>. That's the longest name in the club. It is followed by: <aigul.alimanova@deweyballantine.com>, <bernward.schoytbeck@usa.telemdek>, <barbara__krouzekcy@hub-americas.com>, and <leonacancilliere@interconti.com>.

Far better is <cort@cl3.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 build that flew from Crete to Mykonos, not the Gossamer. The Gossamer was another human powered airplane. It flew across the 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) 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.

I'm 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


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

Submit ideas to:

John Barnard
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 kickstands. 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. One to two bike owners will have a high road bike chained in front of my hotel with a slender cable lock, and a few cheap new hybrids here and there, but funny 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 kid 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. I saw a few dozen of the passing cyclists had pumps. Out of desperation I stopped by a parking lot near the train station and asked one of the kids with his bike to pump my tire. Sheer suffering, yanked the valve off, and stuck the rubber tube over my Presta valve. I wheeled it over to the neighborhood garage; the attendant brought out a Schrader valve. Out of desperation I stopped by a parking lot near the train station and asked one of the kids with his bike to pump my tire. They had a quick patch and I was on my way.

Well, not exactly flew; the typical cycling speed seems to be about 7-9 mph. I too bled streets of old Florence. I saw one green Bianchi 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 hard-core cycling pals as I tackled the steep hills there. But at the crest of the final hill, which felt like a 20% grade, I couldn’t stay in gear the hilly road. But at the crest of the final hill, which felt like a 20% grade, I couldn’t stay in gear. Last thing I needed was to fall off my bike while not wearing a helmet—early on in my vacation.

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, helmetless, into the cobbled streets of old Florence.

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—another attitude that the proliferation of bikes gives 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-

ages 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 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 with 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. Women considered it of political ideology then, were regarded as proletarian birds, a suited symbol for working class Chinese cyclists.

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 Corporation, Limited, a state owned enterprise (soe) in Chinese)

Even more so are mountain bikes (shandiche in Chinese)

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 hostries as well other local attractions.

This year we will offer on-line registration for the club dinner ($40.00). Please register online, 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 or call Fred Steinberg (212 787-5204). Up to date information will be posted on the NYCC.ORG site and weekly E-mailings.
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 class 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 60 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. A short ride 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 a map 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 aggressive, riding.

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: anthonypoole2000@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 likelihood of a two-hour 30 minutes to three hours 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 only hesitated 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 do 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, letalone on the bike.

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

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 breakfest consisting of carbohydrates and proteins.

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)

**Riding Style / Description**

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

**Cruising Speed**

<table>
<thead>
<tr>
<th>Speed</th>
<th>Central Park Self Test Four Lap Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>22+ mph</td>
<td>1’10” or less</td>
</tr>
<tr>
<td>21</td>
<td>1’10” to 1’13</td>
</tr>
<tr>
<td>20</td>
<td>1’13” to 1’16</td>
</tr>
<tr>
<td>19</td>
<td>1’16” to 1’20</td>
</tr>
<tr>
<td>18</td>
<td>1’20” to 1’25</td>
</tr>
<tr>
<td>17</td>
<td>1’25” to 1’30</td>
</tr>
<tr>
<td>16</td>
<td>1’30” to 1’38</td>
</tr>
<tr>
<td>15</td>
<td>1’38” to 1’48</td>
</tr>
<tr>
<td>14</td>
<td>1’48” to 2’00</td>
</tr>
<tr>
<td>13</td>
<td>2’00” to 2’14</td>
</tr>
<tr>
<td>12</td>
<td>2’14” to 2’30</td>
</tr>
<tr>
<td>11</td>
<td>2’30” to 2’50</td>
</tr>
</tbody>
</table>

**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 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) 593-4986
- nyarchitect@msn.com

**B-rides co-ordinator**
- Stan Oldak
- (212) 780-9950
- stanony@aol.com

**C-rides co-ordinator**
- Isaac Brumer
- (212) 593-0986
- nyarchitect@email.msn.com

**New York Bicycle Club - At the NYC Bicycle Show - May 1-3, 2003**

The New York City Bicycle Show is an annual event where bicycle manufacturers, merchants, 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 volunteer@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.
  - Three people are needed to get and set up the table.
  - 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 4:6pm

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.nyccycleshow.com/
April/May Rides List

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.

<table>
<thead>
<tr>
<th>Repetitive Rides</th>
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</thead>
<tbody>
<tr>
<td><strong>Wednesday AM</strong></td>
</tr>
<tr>
<td><strong>A 19+/- 50+/-</strong></td>
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<tr>
<td>&quot;Regularly Recurring&quot;</td>
</tr>
<tr>
<td><strong>Wednesday Morning Spin</strong></td>
</tr>
<tr>
<td><strong>Leader:</strong> Jeff &quot;El Jefe&quot; Vogel (718) 275-6978; <a href="mailto:CPacycles@aol.com">CPacycles@aol.com</a></td>
</tr>
<tr>
<td><strong>From:</strong> the Boathouse</td>
</tr>
<tr>
<td>Riding with an ever-changing group of fun people is never &quot;repetitive&quot;. 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.</td>
</tr>
<tr>
<td><strong>B14</strong></td>
</tr>
<tr>
<td><strong>From:</strong> 72nd Street &amp; Riverside Drive (next to Eleanor Roosevelt Statue)</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td><strong>Tuesday &amp; Thursday AM</strong></td>
</tr>
<tr>
<td><strong>A19</strong></td>
</tr>
<tr>
<td><strong>Morning Laps in Central Park</strong></td>
</tr>
<tr>
<td><strong>Leaders:</strong> Jesse Ostrow 212.877.7658; Richard Embry 212-678-6115</td>
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<tr>
<td><strong>From:</strong> Engineers Gate - 90th St &amp; East Drive</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td><strong>Sunday April 6, 13, 20 and 27</strong></td>
</tr>
<tr>
<td><strong>A-19</strong></td>
</tr>
<tr>
<td><strong>Sunday Muffins in Nyack</strong></td>
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<tr>
<td><strong>Ride Leader:</strong> Jon Adler, 917 369 1807 or <a href="mailto:jadler8@nyc.rr.com">jadler8@nyc.rr.com</a></td>
</tr>
<tr>
<td><strong>From:</strong> the Boathouse</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td><strong>Training Series/Member Rides</strong></td>
</tr>
<tr>
<td><strong>Friday, April 4, 2003</strong></td>
</tr>
<tr>
<td><strong>B16</strong></td>
</tr>
<tr>
<td><strong>A-Classic Spring Training Series - Harriman Hill</strong></td>
</tr>
<tr>
<td><strong>Leaders:</strong> John Zenkus, <a href="mailto:jjz22116@aol.com">jjz22116@aol.com</a>; Pieter Maessen, <a href="mailto:pmaessen@hotmail.com">pmaessen@hotmail.com</a></td>
</tr>
<tr>
<td><strong>From:</strong> GCT, Metro-North to Manitou @ 7:53</td>
</tr>
<tr>
<td>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 is 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 rythm, 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.</td>
</tr>
<tr>
<td><strong>Saturday, April 5, 2003</strong></td>
</tr>
<tr>
<td><strong>A20+</strong></td>
</tr>
<tr>
<td><strong>A-Classic Spring Training Series - Katonah</strong></td>
</tr>
<tr>
<td><strong>Leaders:</strong> Carolyn Booher 212-567-8272; <a href="mailto:mclarke@hunter.cuny.edu">mclarke@hunter.cuny.edu</a></td>
</tr>
<tr>
<td><strong>From:</strong> 72nd Street &amp; Riverside Drive (next to Eleanor Roosevelt Statue)</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td><strong>Sunday, April 6, 2003</strong></td>
</tr>
<tr>
<td><strong>A19</strong></td>
</tr>
<tr>
<td><strong>I'm going to make it to Pearl River If It Kills Me!!</strong></td>
</tr>
<tr>
<td><strong>Leader:</strong> Tom Laskey (212-961-1610 or tombooe@ mindspring.com)</td>
</tr>
<tr>
<td><strong>From:</strong> the Boathouse</td>
</tr>
<tr>
<td>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 75% chance at 8:00am cancels. If in doubt, call the leader or check the message board.</td>
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<td></td>
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<tr>
<td><strong>Sunday, April 12, 2003</strong></td>
</tr>
<tr>
<td><strong>A20+</strong></td>
</tr>
<tr>
<td><strong>A-Classic Spring Training Series - Katonah &amp; Upper Westchester</strong></td>
</tr>
<tr>
<td><strong>Leaders:</strong> Carolyn Booher (718) 636-0315; <a href="mailto:ebohoer@aol.com">ebohoer@aol.com</a></td>
</tr>
<tr>
<td><strong>From:</strong> Staten Island Ferry Terminal</td>
</tr>
<tr>
<td>Meet at 178th St and Ft. Washington Ave (rear of GW Bus Terminal); Take &quot;A&quot; train to 175th St; take elevator out and walk north to 178th St.</td>
</tr>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>
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 depar-
ture.

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 heav-
en. 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 expe-
rience 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 (718-783-5555; 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 Miles/Time 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 remain-
ing 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 recom-

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 can-
celled 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 Get Back in Shape training includes 2400 feet of elevation gain. This ride is a gentle intro to some of the hills in Westchester. Meet at Centennial Park. 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 can-
celled 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.

B18 65 Miles 10:00 AM
Armonk Leader: Kimberly Ferina Triathlon_bar-
ie@hottmail.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 can-
celled 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 Get Back in Shape training includes 2400 feet of elevation gain. This ride is a gentle intro to some of the hills in Westchester. Meet at Centennial Park. 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 can-
celled 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.

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, pwalk-
er5@nyc.rr.com

http://www.nycc.org
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 noolde 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 7:55 train. Check bulletin board for updates if weather appears unfavorable.

Saturday, April 26, 2003

A20 90± Mi. 8:00 AM
A-Classic Spring Training Series - Storm King/Indian Mtn/Poughkeepsie
Leaders: Ron Roth, ron@roth.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.

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 a shorter path or even use the train part way.

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; 70% chance of precipitation (snow, rain, locusts) at 8:30 AM cancels. Any questions that morning, my answering machine will have the answer. 718-392-1963.

C 12 35-40mi 9:30 AM
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 then 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 at 10 AM if in doubt, my answering machine will have the answer. 718-392-1963.

B16 50-60 Miles 9:30 AM
Gourmet brunch/lunch to Piermont or Nyack
Leader: Jay Jacobson (845) 359-6260 joandjay@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 50 MI+/- 9:00 AM
"The Pier"
Leader: Tom Laskey (212-961-1610 or tomboe@minspring.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.

C14 50 MI+/- 9:00 AM
"The Pier"
Leader: Tom Laskey (212-961-1610 or tomboe@minspring.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.

B19 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; 70% chance of precipitation (snow, rain, locusts) at 8:30 AM cancels. Any questions that morning, my answering machine will have the answer. 718-392-1963.

C14 50 MI+/- 9:00 AM
"The Pier"
Leader: Tom Laskey (212-961-1610 or tomboe@minspring.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 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 8:30 AM cancels. Any questions that morning, my answering machine will have the answer. 718-392-1963.

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.
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" Deutch. Some highlights of the ride include: a few hills alongside 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 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.

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 count 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 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 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 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.

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 Kec (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 the 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.
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 evolve 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@nycc.rr.com
From: Heckscher Playground (C.Pk. on South Drive opposite 77th 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 nycc.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 (176 St. & Ft.Washington Ave.)

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 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. Hite)

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.

If you are really lookin’ smooth. Once again bring your Metro North Train pass and pocket food. Lunch on the lawn of Schreifer’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.

Saturday, April 12, 2003

A-SIG Classic 81mi 8:30 AM
Ride #: Saddle River
Leaders: Mary Anne Cotter (212) 685-5797, Paul Frio (212) 529-9462 and Jack Lehner (718) 884-6437

From: Boathouse parking lot
Endurance, endurance, endurance NOTE EAR-
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.

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 steering 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 use 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 peloton 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, rjohnson@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 bag 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.

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 derailiers 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.

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 Signups:

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.
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 online at active.com; download a registration at www.bikeny.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, 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
Telephone: 212-932-BIKE
Email: 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
Email: 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

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

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.nycc.org
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

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 bow to volunteer!

TO REGISTER and MORE INFORMATION:
www.njrandonneurs.com or
e-mail the organizer:
Diane Goodwin at 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.

To order, go to http://nycc.org/stuff.html or e-mail NYCCstuff@nyc.rr.com

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

Women’s
Size   Chest
XS    30
S     32
M     34
L     36
XL    38
XXL   40

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!
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 employees, other participants, any sponsors, advertisers, and if applicable, owners and lessors of premises on which the Activity takes place, (each considered one of the “RELEASEES” herein) FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON MY ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE “RELEASEES” OR OTHERWISE, INCLUDING NEGLIGENCE 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 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 NEGLIGENCE 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.

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): __________________________________________ PHONE: ______________________ EXT: ____________
SIGNATURE(2): __________________________________________ PHONE: ______________________ EXT: ____________

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

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

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 York Cycle Club

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): __________________________________________ PHONE: ______________________ EXT: ____________
SIGNATURE(2): __________________________________________ PHONE: ______________________ EXT: ____________

Check, if applicable: I do not want my Partner does not want ______________________ Check Amount: ______________________
Address Phone Email published in the NYCC roster.
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!

A BICYCLE SHOP
345 West 14th Street, NYC, NY (212) 991-6149 or www.a-bicycleshop.com; abikeshp@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
Tenafly NJ 07670
201-568-9372
10% off on part and accessories

BICYCLE RENAISSANCE
430 Columbus Avenue, NYC, NY
10% off parts and accessories and clothing.

CONNECTION (2 locations)
110 West End Avenue, NYC, NY (212) 799-9625 or gotbik@aol.com; 10% off parts, accessories and repairs.

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
10% off parts and accessories.

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

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**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.