

# NYCC Bulletin

NEW YORK CYCLE CLUB

## Bike New York 2003



Photo by Michael Raddatz

Ivan Dominquez and Diane Goodwin at Bike New York

If someone said to me, "you're going to eat dinner with Ivan tonight." My sister, Yvonne, would come to mind — the names are pronounced the same.

May 4th was Bike New York. So much to do before the ride ... the week prior I confirmed our team attendance (captain duty). May 3rd, I scouted my 400K route with Pat Carter leaving no chance to put my BNY festival table together. We spent many hours scouting in the Pine Barrens and still arrived by 5 a.m. in Battery Park on Sunday morning. Ouch!

Amongst our Masi team were other NYCC's like Bill Moss, Andrea Kannapel, Harvey Minsky, and Ralph Yozzo - sounds like the STS crew. All handled themselves flawlessly - it was a pleasurable ride knowing your neighbor knew how to ride STRAIGHT and keep up!

For Bill this was a first time. I think he was having too much fun. There's a myth about riding in the front line. People think it's "dangerous." It's only dangerous if you aren't experienced riding in a pack. The maintained pace is 15mph, not too difficult. The challenges are turning corners and keeping a straight line, closing gaps in the beginning (6th Ave), leaving Astoria Park and the Ft Hamilton Parkway. I wonder why more NYCC's aren't up there?

Riding in the front has its benefits, finishing early and meeting the Saturn team. In the festival, Rashan Beharti and I chatted, as we did last year. This is where I met Ivan Dominguez, winner of last year's NYC Championship Criterium race - he beat Lance. In Astoria Park he joked about "showing him around." So, after Bike New York, I took him to Nobu because he loves sushi and then off to Balthazar. It was interesting to find out how hard he trains - what a life, riding his bike for a living!

More on Bike New York can be found on page 7 by Alfredo Garcia

## From MARS ... Metro Area Recumbent Society

Have you ever ridden a recumbent? Now's your chance. Here's what Shelly Mossey has to say about recumbent riding:

**What's so great about riding recumbent?** Always completely comfortable, no stress on hands,

neck, back or my butt! Better balance and view of the road, plus they give off a very positive energy!

**What's so good about New York City/New Jersey riding compared with other bikes?** Everything!! but they are a little slower

on climbs, maybe because of the extra weight — the fact that you can not stand and use your weight as torque on the pedals.

**What sites are informative about recumbents, health benefits, special clothing?**

Bikeroute.com and Easyracers.com

**Where do you, personally, ride regularly?** Everywhere!! Hawaii, CA, France, NYC, The West Side Bikeway, Central Park, Nyack. I have also been a bicycle commuter for the

last 25 years!

**How did you decide to ride recumbent and how long have you been riding?** I saw the Nova on Human Powered Flight, The Deadelus Project. BTW, these bikes are completely misunderstood by the cycling world. Yes they are a little slower uphill but the benefits completely outweigh that one small negative. PLUS THE SPEED ON THE FLATS AND DOWNHILLS IS AMAZING!!!

Just for arguments sake ... How fast is a diamond frame bike on the flats & downhill's????

Shelly Mossey is the owner of Chick Chack - a bike messenger service, former bicycle shop owner, new dad and member of MARS ([www.recumbent/mars/](http://www.recumbent/mars/)).

Anyone interested in trying a recumbent? Just email Shelly at [dogndrumz@aol.com](mailto:dogndrumz@aol.com) and he'll show you!



## President's Message

Is winter over yet? It's early May as I write this and it's simply a miserable day. Hopefully, when you read this, the sun will be shining and the temperature a pleasant and dry 75F, give or take. Despite the truly awful weather, the club had one of the most successful Spring seasons ever. The SIG's were all a tremendous success – as always – and the Spring Training Series – two of them for the first time – went smoothly and efficiently and garnered a great turnout. Once again, this is a tribute to both the leaders who organized them and the members who participated. For those who have yet to experience either of these series, I urge you to mark your calendar for next year. I also hope there will be as many, if not more, willing volunteers to set them up. You all do great credit to yourselves and to the club.

We've just completed the first club event of the season, The Memorial Day Berkshires weekend, but the fun is just starting. Our first all-class ride is Sunday June 8th and the destination is Valhalla, NY. For those who remember last year's Valhalla ride, it was a huge success, but because there were so many of us, it took a long time to get food to bring to the picnic site. Never fear, this year, the club is springing for lunch and it will be delivered to the picnic area itself. The all-class rides are a great opportunity for all members to meet one another, not just those of similar riding ability but everyone. Whichever route you end up doing, it will be a beautiful ride and the picnic area is a great place to gobble down your lunch and kick back before heading home.

Toward the end of the month, we have an event tailor made for our newer members, the newcomers rides. For some people, the prospect of their first ride with the club may be a bit daunting. Maybe you won't know anyone; maybe you can't keep up. At the newcomer's ride, everyone will be in the same boat so it's really a great way to get your first taste of club riding.

Finally, next month is the annual 4th of July weekend at West Point. If you enjoyed the Berkshires weekend, you're bound to love this one as well, and if you missed the Memorial Day rides, you get another chance to experience a great weekend of riding with your club mates. As usual, Christy Guzzetta and Jody Saylor – Mr. & Mrs. 4th of July – will be doing the honors of organizing the weekend and they've got a fantastic program cooked up. In addition to the usual stuff - 3 great days of riding, Christy's tour of West Point, the outdoor concert at Trophy Point complete with fireworks - the traditional Hudson River dinner program will feature live music. That's right, we're talkin' Paaaarty!!! You'll find more details in this bulletin, on our website: [www.nycc.org](http://www.nycc.org) and in Hans Schmidt's highly informative and entertaining weekly emails. Don't miss it.

- Tom Laskey

## Editor's Message

SURPRISE! You've probably received this issue on time. Here are the NEW deadlines for the remaining 2003 bulletin: June 6 (Fri), July 9 (Wed), August 6 (Wed), Sept 5 (Fri), Oct 3 (Fri), Nov 7 (Fri), Dec 5 (Fri). Basically, the first Friday of the prior month is the deadline. Leaders should contact their coordinators for the appropriate ride submission dates. The above deadlines are for articles and advertisements.

If you plan to send an article, please send a ".txt" version or Word document as an attachment. I do accept text within an email message but remember to delete strange characters which should not print (i.e. "<"). Sometimes quotes and commas turn into letters - please check what you are sending. Lastly, NO PDF files for text documents. If you send a PDF file, I'm converting it in Adobe Illustrator. Only .eps, .tif and .jpg are accepted for images. Images need to be of high resolution. If you send a low resolution image, it may not make it into the bulletin.

Regarding the roster, well, I know everyone has been busy in May; I was. The June roster is now the July roster. Expect a copy in next month's issue. If you have any changes (i.e. name, email, address), email Marty Wolf, the membership director. She handles membership information and will make sure the database is updated properly.

Diane

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

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**Ads:** Only bicycle related advertising will be accepted. Only digital files will be accepted (contact Editor for more information). Maximum ad size is 7 by 10 inches.

**Ad Rates:** Full page, \$250. Half page, \$135. Quarter page, \$75. Eighth page, \$45. Bottom blurb, \$40. Frequency discounts available.

**Article Submissions:** Material may be edited for brevity and clarity. Please proofread your submissions carefully. A full page context is 750 to 1,090 words. Publication is determined by available space. **We cannot guarantee that all submissions will be published.**

Submission is contributor's warrant to the NYCC that material is in no way an infringement on the right of another and may be published without additional approval.

**File Format:** ONLY DIGITAL FILES WILL BE ACCEPTED. **Image files** must be in TIFF, EPS or JPG format.

**Text files** must be in Word or .txt, using Times or Arial fonts.

**Email:** DO NOT SEND LARGE attachments before contacting the editor. With permission, attach your DIGITAL file and send it to the editor at [dggoody@mindspring.com](mailto:dggoody@mindspring.com).

**Postal Mail.** Put your DIGITAL file on a Zip or CD - no floppies. Include self-addressed, stamped envelope and mail to:

Diane L. Goodwin  
107 W. 68 St, #1F  
New York, NY 10023

**JULY Bulletin Deadline:**

All proofread articles, announcements, and advertising are due at the Editor by June 6th.

**No exceptions.**



# NYCC Board of Directors Meeting Minutes - May 6, 2003

The meeting was called to order at 6:50. In attendance were **Tom Laskey, Fred Steinberg, Eva Wirth, Eileen Crowley, Marty Wolf, Carol Waaser, Robert Gray, Isaac Brumer, Deborah Bennett, Diane Goodwin and David Hallerman.** Guest: *Richard Rosenthal.*

**Membership Report:** 1.) Membership count is at 1077. 2.) Tom and Marty will create a Membership FAQ for the website to try to answer the typical questions that come in. 3.) Deborah reported on bounced checks. It was suggested we add to the By-Laws that, in future, bounced checks will cost the member \$10.00 (to cover our bank charges). Discussion also ensued over bounced checks for merchandise, where we actually lose the cost of the merchandise as well as incur the bank charges. We will change the jersey ad to have all merchandise orders go to the P.O. box, where Marty will pick them up and forward them to Deborah. The order will not be filled until the check clears (which Deborah can see on line, so it shouldn't be more than 10 business days). We'll also note for merchandise orders to allow 6-8 weeks for delivery. 4.) Active.com can maintain the full database and we will be able to run our queries from that. They can also do the weekly email blast. (We, of course, have to provide the text.) Eileen will finalize the details with them.

**Bike Show:** Our booth at the Show was a smashing success. Many thanks and kudos to Carol Wood for organizing the volunteers. We got quite a few new members and sold lots of water bottles. Many people took the application form to join later. Suggestion for next year: have a coded application forms for the Show so we know, if they send in the application after the fact, that it was a Bike Show join. It was also suggested to have a binder with a year's worth of bulletins to have out on our table.

**Bulletin:** Deadline for articles and rides will be the 1st Friday of each month. This should allow enough lead time for Diane to get the file to the printer in time for it to arrive in homes by the first of the

month. Discussion: should we have a separate web document of just the ride listings? This was deemed a good idea. Fred could send the document to David, who would put it into PDF format and send it on to Tim for posting on the web. It would be password-protected. The full bulletin would also still be on the web site as a PDF file.

**Special Events:** 1.) Memorial Day Weekend: about 40 people have signed up as of now for the dinner. Fred is still trying to coordinate who's staying where to see if those driving can take luggage for those riding and also to deal with distribution of information sheets. 2.) All-Class rides will be: June 8th to Kensico Dam with a free lunch catered by the Valhalla Deli (plan to arrive at Kensico Dam at around noon); July 19th co-sponsored with Sound Cyclists up in Connecticut (we take the train to Westport) with each participant paying \$5.00 for catered lunch; August 17th to mystery destination with free lunch. Newcomers Rides will be: June 22nd to Pascack Brook Park and August 9th to destination unknown. There will be no regular ride listings the day of the June 8th and August 17th all-Class rides.

**Club Jersey:** Richard Rosenthal was invited in to present variations on the new jersey design. He answered many questions and fielded numerous suggestions. Final design will be mocked up in the near future with hopeful production date this summer.

**Miscellaneous:** Eileen reported it's been difficult to find a large space to provide a \$20 dinner for the SIG Graduation. We need to be able to seat at least 100. Diane and Eileen will check out Home in the west 70's. We'll only switch if it's bigger than Annie Moore's.

The next Board meeting will be June 3rd at 6:30.

The meeting was adjourned at 9:09 p.m.

Respectfully submitted,  
*Carol Waaser*  
Secretary

## Mark Your Calendars .... all Class Rides and Newcomers Rides

Questions? Contact Gary McGraime (212) 877-4257 [garynycc@aol.com](mailto:garynycc@aol.com)



### All Class Rides:

Sunday, June 8th (page 12)

Saturday, July 19th ? free lunch ride

Sunday August 17th - free lunch ride

### Newcomers rides:

Sunday, June 22nd (page 13)

Saturday, Aug 9th



## ALL MEMBERS READ!

## BIKES & TRAINS

by Geo Carl Kaplan

Several times in the past month I have received requests for Metro North bike accommodations with very short notice – as little as two days. This puts the club in a bad light with Metro North, and so we will have to enforce the rules. As of April 15, 2003, all requests for accommodations on Metro North – be they large (16 or more) groups on scheduled Bike Trains, or three (3) or more cyclists requesting space on a non-bike train – must be submitted no less than four weeks in advance. (Do it when you submit your ride listing to the co-ordinator.) All requests that are less than four weeks in advance will not be forwarded. This is being posted on the message board on April 15, and I will ask Hans Schmidt to include it in the next electronic ride listing. If you have any questions, e-mail me at [gkaplan4@nyc.rr.com](mailto:gkaplan4@nyc.rr.com), or bell me at 212 989 0883.

## School's Out!

By Patricia Janof

June is the month associated with graduation ceremonies. That is true of the Sigs, but to the ride leaders, it's often linked to exhaustion: ten weeks of ride instructions, and countless weeks before that of planning. So maybe June is Recess Month. But before we all split and go our separate ways, leaving our new graduates to the tender mercies of unknown ride leaders, we want to say a heartfelt thanks to the many club members who made the C-Sig so successful this year.

First and foremost, our 22 ride leaders seemed tireless. Senior leaders Paul Hofherr, Gary McGraime and I organized the 3 groups, with Jim Janof leading half of Gary's Sig. Kibbie Payne rode with Jim, while Arlene Ellner, Alinda Barth, Peter Hochstein and Larry Rutkowski worked with me. Michael Allison was our roving bike skills expert. And Gary

again loaned us his Long Island City workshop for our indoor clinics.

Our 12 junior ride leaders, all graduates of last year's C-Sig, were fantastic. Special thanks go to Tracy Young and Julie Bechtel for organizing the self-classification stats and to Julie for creating and maintaining our central roster and sign-in sheets. Julie, along with Elliot Honig and Kevin Banks, rode with Paul's group. Kimi Mittleman, Ann Marie Ficuciello and Tracy were with Gary, and Deborah Dowell and Chris Bernstein gave Jim support. My co-leaders included Arlene Chapman, Sarah Demel, Pat Kilroy and Lee Ann Van Wyck.

Some thanks are due to people outside the Sig who made this year special for us. Happy Freedman's bike fit seminar was awesome, with just the right mix of technical and plain talk that everyone could understand. Ed Geffner was able to secure the space for the bike fit, and included his Project

Renewal's Recycle-A-Bicycle members. Larry Duffus of Larry & Jeff's Bicycles Plus, 87th St. and Second Ave., again came through for us, with a free bike mechanic class for ride leaders at the start of the Sig.

The C-Sig Class of 2003 started with 138 people expressing interest in joining. It narrowed down to 90 who were able to join before we stopped accepting new applicants. Not everyone was able to make it through to graduation. We can't remember a worse year, weather-wise, for our classes, and having to postpone to Sunday three times didn't help. Our final number of graduates is 52. This is a tribute to their perseverance and sacrifice during the course. Some gave up Sunday volunteer work, some didn't see visiting friends or relatives. I'm sure all of them have stories to tell. We would like to thank them for their enthusiasm, sportsmanship and willingness to learn. Special thanks go to Luis Diaz for our helmet name tags and to Hans Koch for help with the workshop materials.

Now let's go have fun!



## ROAD DIRT

Send tips to: [roaddirt@nycc.org](mailto:roaddirt@nycc.org)

By Wentworth Darcy  
Rhodes III

I believe I learned first hand what it means to have squirrelish bike handling skills or is that to ride like a squirrel? A couple weeks back I'm bombing down a hill on Hillside Ave in Alpine, NJ. All of a sudden a squirrel, a very fat(!) one, comes darting across the road and nails my front wheel with the accuracy of a patriot missile. It made a loud WHACK noise! That sent my bike into a tailspin. I thought for sure I was going down as I meandered to the far left, then the far right X # of times in an attempt to shift my weight to rebalance the bike. Meanwhile, from the sudden impact, my left foot had unclipped and my leg was flailing about which did not help matters while traveling at a high speed. Somehow I managed to regain control of the

bike just before approaching a busy intersection (501/Closter Dock). Oh, amazingly enough the squirrel somehow managed to go through my wheel and continue darting across the road onto someone's lawn. I reckon the squirrel is ok. Chalk that one up to the not so obvious benefit of using low spoke count aero wheels.

**Cheers, Peter O'Reilly.**

Congratulations and kudos to all those who take delight in politicizing a Bike Ride. We mention, but don't limit our praise (sic!) to, **Carol Wood, Russ Berman, Mike Pidle,** and the **cowards at 212-946-5342,** [bike4peace@yahoo.com](mailto:bike4peace@yahoo.com), who won't even reveal their identity. NYCC is an apolitical social bicycle club, and any expression of any political opinion is limited to the individual members. The NYCC does not take any political position – with a possible sole exception of a matter pertaining to cycling. A member on a ride can put anything on his or her bike, shout out any slogan(s), but that same member may not publicly request others in the club to follow his lead, and does not have the right to recruit others via the club's forum to

follow his persuasion. All those mentioned by name above, and those who hid behind the skirts of phone number and e-mail address are hereby designated Grand Road Bozos of the Month, and are entitled to any and all criticism and ridicule available.

**From Evan Marks:**

"Cross With Karl," to be filed under the heading "Nobody's Perfect"

"Familiarize yourself with the course during the practice session, and pay attention to where you are during the race. Putting your head down and turning off into the woods 20 yards before the course turns moves the guy behind you up one notch in the standings without even having to work to get past you. A gift, in other words." (If you haven't read the April Bulletin, you are still in the dark!)

*The ever-observant Hank Schiffman provided this tidbit:*

**David Garcia** joined the STS A Classic on April 19th for an 85 mile, 4880 vertical foot testosterone fest after racing earlier in the morning in Central Park. His 41 miles of Cat 5, finishing 6th out of 40 something, gave him a



**JULY 4TH ...****ALL-CLASS CLUB  
WEEKEND AT  
WEST POINT****July 4-6, 2003**

Three days, two nights, great cycling, great friends, at perhaps the best place in the country to spend a patriotic July 4th Holiday weekend.

We'll bicycle up to West Point from Central Park on Friday, July 4th —

red, white and blue required! Rides will be planned for A, B, and C riders by our expert ride planner. We will have a baggage shuttle to carry our clothes from Central Park to West Point and then back after the weekend. Friday evening, July 4th, we'll enjoy a patriotic outdoor concert given by the Army Band — picnic dinner included.

A, B, and C rides are planned for Saturday, July 5th.

There's also a swimming hole, Storm King Art Center, holiday celebrations in town, a museum, the campus — West Point is the greatest.

Don't miss the dinner cruise aboard the M.V. Commander, chartered for our exclusive use, Saturday, July 5th. On board will be a hot live rock'n roll band — bring your dancing shoes! Then, we'll bike on home Sunday, July 6th.

Three days, two nights at the historic Hotel Thayer right on the West Point Campus. Two full breakfasts, two dinners, baggage shuttle to carry our clothes, dinner cruise with rock 'n roll band, pretty much everything except lunch and drinks — all included. Cost \$250 per person, double occupancy.

Send check made out to:

Christy Guzzetta

49 West 75th Street, New York, NY 10023

**Happy Birthday, America!**

Questions?

Christy.Guzzetta@GESServices.com

**Julie Lobbia Bike Lane**

*Submitted by Alfredo Garcia*

Word about Julie Lobbia's bike lane (small humble portion of a Herald Square traffic island, Manhattan): dedication ceremony is set sometime after the end of Bike Summer 2003. Will let you know when the date is set and hope to see you there...

Here's a past NYC announcement, Feb. 18:

**MAYOR MICHAEL R. BLOOMBERG SIGNS  
LEGISLATION RE-NAMING 39 THOROUGH-  
FARES AND PUBLIC PLACES**

Remarks by Mayor Bloomberg at a Public Hearing on Local Law

The next bill before me is Introductory Number 342-A, sponsored by Council Members Addabbo, Jr., Baez, Barron, Fidler, Gerson, Lopez, Martinez, McMahon, Moskowitz, Nelson, Provenzano, Quinn, Reed, Reyna, Sanders, Seabrook, Sears, Yassky, Lanza and Oddo. This bill will rename thirty-nine thoroughfares and public places in the City.

While each individual street name is deserving of this honor, it is not possible to describe in detail, why each of the thirty-nine name changes merits this distinction. However, each Council Member who submitted a name presented a detailed accounting of each person's life and ample justification for this distinction.

This is the first street name change submitted by the Council for my consideration that was not specifically geared toward persons who died on September 11th.

I will now read the thirty-nine names that are being proposed for street name changes (here's several:)

Marge Jeffries Way .....Bronx  
Charles M. Lee Triangle.....Bronx

**J.A. Lobbia Bike Lane .....Manhattan**

Saint Malachy's Way .....Manhattan  
Angelo Del Toro Place .....Manhattan  
Eric Lopez Place.....Brooklyn  
Reverend Dr. Nathaniel Tyler-Lloyd Place Bronx  
Plaza College Way .....Queens  
Khay Cochran Place .....Brooklyn  
Leonard and Harriet Walit Way.....Brooklyn  
PFC Dan Bullock Way .....Brooklyn  
Paul Ramos Way .....Manhattan  
Joey Ramone Place.....Manhattan  
El Regreso Way .....Brooklyn  
Michelle Middleton- Bond Square.....Queens  
Place de Cartier.....Manhattan

A website for Julie, by devoted family and friends:  
<http://www.julies-garden.com>

*Editor's Note: Julie Lobbia was a NYCC member who did not survive cancer.*

daily total of 128 miles. Not bad for a paying job....

Due to its sensitive nature, the following is anonymous (we have the name!): On a recent A-19 STS ride, the leader misread the cue sheet of a ride (s)he had clearly not scouted, and merrily brought the group on the Saw Mill Parkway. The mistake was soon discovered and the group turned around, and rode on the grass back to the wrong turn. On the way there we even managed to get a police car to stop and tell us that we couldn't be on the parkway (as if we didn't know!). The sight of an A-19 group "pacelining" on the grassy shoulder of the SMP escorted by a police car is one that will linger in our memory.

On the same ride, another **A-19 STS leader** displayed his amazing bike handling skills

learned at last year's A-19 SIG (Ed Fishkin would have been so proud!). As the group rides on a wide, smooth, perfectly paved stretch of road, the aforementioned leader found himself on the ground, for no apparent reason (other than he clearly still needs to learn how to ride a bike).

Thankfully no paceline pileup and just a small road rash on the leader's butt.

A new hatch:

To **David Thomas** and **Laurie Muchnick** on the birth of **Owen Rhys Thomas**, born Wednesday 4/16 at 6:55 pm. 8 lbs 7 oz and 21" long. The family is all doing well, and I'm sure David is trying to figure out if he should attach the rear seat to the Seven or the Colnago...According to **Herb Dershowitz** the

Bris was a blast!

**Midori Nakamura** does it again — twice — Saturday May 3 she took a third at Jiminy Peak (Pittsfield, Mass.), and the following day she wiped out the field at Hollenbeck (Finger Lakes, N.Y.), beating the second place woman by several minutes after a sensational solo breakaway! Hank Schiffman comments, "That girl can crank those pedals!"

Speedy recovery to **Susan Kennedy** and **Rob Kohn**.

Keep those cards and Emails flowing, Dusty Rhodes

# How an Experienced Bike Traveler Plans A Bike Trip: Part 1

By Richard Rosenthal

This is intended as instruction for you first-time travelers-by-bike abroad from a highly seasoned, highly experienced veteran of many such trips—seventeen in all. Read this carefully because you can learn from this just how smooth the start of your bike trip will be if preceded by careful planning.

One Thursday last August I said to Mary, "I think I'll go ride my bike in Europe. Tuesday." This phased her not one bit since it was no less impetuous, no less impulsive than my previous trips. So the following day, Friday, I worked my way through the ads for airline consolidators—you know, those mostly Indian- and Pakistani-owned airline ticket discounters—in the Sunday Times Travel section and the Village Voice. If you don't know from consolidators, you are, in the parlance of finance, a schmuck for overpaying every time you fly.

Because I'm in advertising, I know the law proscribes outright lying in advertising; so I knew I could be sure every single one of those advertised \$350 roundtrip prices was absolutely legit. The bitch of it was I wasn't able to make a 12-year advance purchase, nor was I prepared to return within 24 hrs., nor did I have the time to enjoy a one-week lay-over in surprising, sunny, romantic Iceland. In other words, I was friggin' appalled at how expensive the discounted fares were. \$950 to fly to Zurich and return from Nice, where I proposed to start and finish. (You better have a pretty well worked out itinerary of your ride so you arrive in your departure city in time for the return flight or else you're going to get hammered by the upcharge.)

\$950 was around \$500 more than I expected to pay, but what had I been heaving and shimmying and swaying up Alpine, Bradley, and Tweed for all summer if not to apply my rigorously trained and finely honed climbing inability to real hills? What was five hundred measly dollars in the face of that? Answer: A lot of money.

But, as I'm on the cusp of my dotage—62 at the time—I felt the opportunities for future Augusts were declining along with me so I must go now while I still could.

So, having arrived at the ticket consolidator with a bank check in hand, as instructed, did I leave with a ticket? I did not. I was asked to wait just a short while while someone ran "across the street" to pick it up. I was assured he would be right back. Half an hour later I was assured he would be right back. And twenty minutes after that I was assured he would be right back. My left back started to hurt.

Trusting soul that, wholly lacking in cynicism and skepticism, that I am, I asked could

they deliver the ticket to me the following day, which, mind you, was a Saturday?

Them: No problem. Me: Really? Them: No problem. Me: One a Saturday? Them: No problem. And, by god, they delivered the ticket to me on Saturday.

Something else worthy of mention happened on Saturday. Mary is a great believer in preparation and practitioner of organization. (In that respect, she is a perfect compliment to me: I've thought a personal logo for me would have a sloth hanging upside down, as they do, from my name.) She hazarded the opinion that just maybe Saturday might be an OK time for me to begin packing for my Tuesday departure and suggested I start by getting out my passport.

I assured her Monday, for the Tuesday departure, was ample time to pack. Half an hour always had been. Well, OK, add an hour for getting foreign currency, travelers checks, and film.

But wanting to appear responsive to her, I got out my passport. No, that's a lie. I began to search for my passport. It had been five years since my previous trip and my memory isn't what it never was. Our apartment isn't so large that it should have taken long to find it. The search quickly became frantic. But I did, finally, find it. How to say this? It, uh, had expired.

Hey, no problem! My flight wasn't until Tuesday at 5:00. That gave me all Monday. And I had known—well, heard of—people getting passports the same day they applied. All they had to do was show their airline ticket. But just to make sure, around 8PM. Saturday night, I telephoned the U.S. State Department in Washington, D.C. You know the on-duty officer Saturday night at the U.S. State Department is going to be an experienced, knowledgeable person so I was much relieved when she told me there wasn't a chance in hell I was leaving the country Tuesday.

Great: Non-refundable ticket, non-changeable except upon condition of offering up my first born, which I wouldn't have hesitated to do except for the fact that I had no first born to offer.

Monday, 8AM. I'm in line at the passport office on Vesey Street. A photograph of Bush looks down on me, sneering at me for ridiculing him. His expression tells me there's no way in hell he's giving me a passport that day. I'm waving my airplane ticket to all the men and women who work there. They were singularly unimpressed. What I got from them was a surly admonition there was no way in hell I was getting a passport that day. Maybe, they allowed, I could get an appointment for

tomorrow.

Tomorrow?! Just an appointment?! I was leaving tomorrow for Chrissakes. The passport agent was singularly unimpressed by my vow to engage the offices of my senators and congresswoman. I called the office of Sen. Levin from Michigan. Not that we had ever met, but until a divorce and a death severed it, we had once been related. His office was also singularly unimpressed. They suggested I call my own senators. I did. The constituent service persons told me to do what the passport office person told me: call the passport office at 6:30 the following morning and see if someone had broken an appointment. Yeah. Sure. Right. Like people call and cancel appointments. Of course they don't. This is New York. People don't break appointments; they just don't show up for them.

Nevertheless, I packed [more on this next month] Monday, and went to the nearest bike shop to get a bike box. I returned with a Gary Fisher box. I threw my bike into it very casually. No wrapping. No sponge. Nothing protective. Just bike-in-box. The only time in my sixteen previous bike trips to Europe a bike of mine got so much as chipped paint was when it was in the (lack of) care of train baggage handlers.

I called the passport office at 6:30 Monday...and got a 1PM appointment! I was told to NOT come more than half an hour before the appointment; but I'm no fool. I got there a full hour beforehand...which meant I only had to wait until 5:00, not 5:30 to be seen for the 2 minute appointment. If you're keeping score, at the same time I'm speaking to the passport person, my fellow airline passengers are advised to have their seats in their full upright position, and prepare for take off. (Digression: What is the cross check pilots keep instructing attendants to do? I know what a cross check is in hockey and it's not legal.)

I ran from the passport office—that photo of Bush gave me the finger—back to a restaurant where, without benefit of dining there, I nevertheless had the chutspah to leave a small pack with a check room attendant because cameras aren't allowed in the passport office. Then I ran to a nearby lefty/rad/revolutionary bookshop that allowed me to leave my bike box with them. I had assured them I would be back for it in an hour. That was five hours before. But these are people who've been waiting patiently for the revolution for years. They understood.

Of course I missed my flight, but...

CONTINUED NEXT MONTH

## NJ Brevet May 10th, 2003

by Diane Goodwin

400K

The following NYCC members and area cyclists completed the toughest of brevet qualifiers enabling them to continue to the 600K: Karl Dittebrandt, Alex Bekkerman, Pat Carter, John Ceceri, Michael DeLillo,

Annaline Dinkelman, Robert Dinkelman, Geoffrey Kauffman, Janet Magajna, David Mandelbaum, Margo Montaquila, Paul Schaye, Nathan Smith, Stuart Stevens, and Leroy Varga.

The start/finish was Doral Forrestal Hotel, Princeton, NJ. The elevation was 7400 ft. Besides the 250 miles, there was a threat of wind and thunder showers. They

incurred no wind or rain!

The flat portion of the route included the Pine Barrens of NJ, famous for cranberry bogs and blueberry fields. The hillier and last section was the 200K's route to Frenchtown, NJ.

For write-ups from participants and RBA account, go to [www.njrandonneurs.com](http://www.njrandonneurs.com).

The 600K will be held June 14 and 15.



# A Day In The Life of Bike New York

By Alfredo Garcia

Before Bike New York, I did some light cycling. My brother, Celestino, with camelbak and heavy yet comfortable hiking boots, completed his fifth consecutive annual Great Saunter, a 25-mile hike around Manhattan. He also got an autographed copy of Cy Adler's "Walking Manhattan's Rim," a detailed guide of the hike (recommended also for cyclists combing the waterfront greenways of Manhattan). Celestino told me people to walk their bikes through Carl Schurz Park.

Didn't have clothing wrapped around my waist, which could loosen and cause an accident. Riding my sturdy touring bike, I brought a Carradice "Super C" pannier to put my gear, which included a bottle of orange gatorade which I never drank..

There was a strong NYCC presence. Some helped with the swift frontline "Masi" team, mostly "A" STS leaders like Harvey Minsky and Andrea Kannapell plus Diane Goodwin and Pat Carter. There were several "B" SIG graduates helping with other teams. We all had a great purpose: make Bike NY enjoyable and be helpful to all, irregardless of bike clubs.

I've volunteered for Bike NY since 1994. I was assigned as a sweep for 6 years and another 3 taking care of traffic flow in Astoria. This year's assignment landed me at the FDR Drive, near a city high school of science & mathematics. Quite refreshing to this part of Manhattan I rarely see (East 116th St.) Along with marshal captain Brian Hoberman, we took turns on a bullhorn telling cyclists of a rest stop. In addition, we encouraged people to keep going. It was refreshing seeing the FDR closed to traffic and ridden by bicycles.

As I barked on the horn, I saw Claudia Kaplan ride by and a mechanic from a local bike shop. When Brian was up, he saw the lovely Carol Wood. Too bad I missed her.

Remember Carl Schurz Park? During Bike NY, you can ride underpedal (as opposed to trample underfoot) it via the FDR Drive.

First bottleneck: 63rd St. exit. No problem. Helped fellow marshal Lynn Kantor and waited it out Teased her about flats.

What no York Ave.? There's an old photo of Mayor John Lindsay riding up this hilly street. I rode a bypass instead to the 63rd St. entrance of the Queensborough bridge. A friend who was marshaling the area wasn't there. She probably did her time.

Rode the QBB section carefully. Met Phil O'Reilly, complete with brown socks pulled up, below the knee. He's a long-time BNY marshal captain. Very low key, humorous with giant hands helpful. Was told of an accident (collar bone fracture?). Took a spacious photo of the bridge, future reference to my upcoming "Bridges of NY" ride, which people will go over ten bridges in a day.

Another cutoff, no Astoria: getting there late, time has to be saved and routes have to be shorten, so traffic can be opened. Well, I rode Astoria Park on the pre-ride...

Met Glen Goldstein on the way to the Pulaski Bridge. He was sporting his new short sleeve "Yo, Brooklyn" jersey from his wildly successful NY Bike show. Speaking of other new garments, Richard Rosenthal's new Cycle Club jersey, spoked bike wheel with the Brooklyn Bridge and World Trade Center; Chrysler Bldg./sprocket side motif, the Five Borough Bicycle Club has a Greek coffee cup style with a twist. The Staten Island Bicycling Association has a new one from last year with the Verazzano in the forefront. Bike New York always has a new offering each year. This is a great year for New York City cycling jerseys.

Took a breather before BQE, on a cobblestone street. BNY didn't have cobblestone stretches this time. Maybe Scott Demel took it all away from his BK Pave ride (just kidding-great ride from what I heard).

My patience was rewarded taking Brooklyn Queens Expressway to the Verazzano, riding non-stop, cranking it up, like a Boeing 747 SP. No one along the way needed assistance. I skipped rest stops although I said quick loud hellos to marshal friends, like Mark Trainor.

19th Century cyclist: incredibly, I saw a man riding a highwheeler on the BQE. He had a "Helios" helmet and a backpack, literally high above the others. Although straining, he was making good speed like an "A" cyclist. Couldn't whip out my camera out, but I rode alongside him to express my admiration.

Finally, the Verazzano bridge was up and flowing. For the last two years, people had to wait at a tight opening to get to a tiny opening, Wally Stuck calmly and gently guiding them. This time, he was on the bridge. Also, no awful headwinds. Met more marshal friends from various bike clubs.

Ft. Wadsworth--immediately headed to the marshal area. Meet more friends, including Amiel, who's also on the FDR team, whose friends



Photo by Nancy Asquith

*Cyclists with Verrazano Bridge in the background*

were among the last finishing. He took out his digital camera to record the moment.

There was a good number of hardy brevet cyclists at Ft. Wadsworth. Bill Strachan and Eva Eng (non-brevet) attended to the NYCC table, drawing lots of people. Tried to buy the ENY mussette.

Already gave mine to my Mom, who gave it to an eager niece in the Philippines, in April. Chatted with Leroy Vargas; he helped out at Brooklyn Bridge. He is attempting to become the oldest American to complete the 1200k Paris Brest Paris brevet. Besides Diane & Pat, there was another randonneur, working Masi, forgot his name...

Other tables I went through was the New York Bicycling Coalition, saw Jen Benepe; the Transportation Alternatives table (I got 10 NYC bike maps from them at the Bike Show--you can never get enough), 5BBC table with Bonnie Hammer, a new B-SIG graduate. Also, Northern Jersey Bike Club, trying to interest me in their Ramapo Rally event.

Leaving Ft. Wadsworth to the ferry, I finally met up with Carol Wood. She took a detour to Bayonne to take the PATH, which closer to home for her, with no lines.

Waited on ferry queue for about 45 minutes; chatted with several ladies, wearing the NYCC jersey. Tried to get them interested in Bike Summer 2003.

Ferry interesting: Marshals and non-marshals alike were herded like cattle on the boat, but we didn't mind.

Disembarked at South Ferry, I got a t-shirt (allocated for my sister, Barbara) and cap. Rode home into the Hudson River Greenway sunset.

It's not often do cyclists get a spectacular chance to ride around the five boroughs in a day, in our great city. Tens of thousands taking over streets and roads for a day, with the City's blessing.

Thanks to the people who made Bike New York a success. Smiles to everyone who were there :)



Photo by Alfredo Garcia

*I took this picture on the FDR Drive during a delay due to a bottleneck*



*Depiction of a highwheeler cyclist I saw on the BQE*

## Paris-Roubaix: Commiserate and Celebration Ride

On Sunday, April 13th I had the opportunity to ride along with 18 members of the New York Cycle Club on their inaugural "Paris-Roubaix: Commiserate and Celebrate Ride". The ride was the brainchild of NYCC member Scott Demel, who was inspired, like many of us, by Jurgen Leth's classic documentary, "A Sunday in Hell". An architect and photographer, Scott has a keen eye for the hidden gems of his adopted town.

I had never ridden a bike in New York City, and although I was born in Brooklyn, I have to admit that I had no idea that the roads Scott would lead us on even existed. The waterfront of Brooklyn, once occupied by warehouses when the borough was the hub of New York's shipping business, is one of the hottest real estate markets in New York these days, with many businesses and artists reclaiming the buildings and forgotten neighborhoods. Luckily for us, there is still a sampling of the untouched cobblestones that once typified the street construction here.

There were many similarities between our ride and the real "Hell of the North" taking place in France that day. Like the riders in Compiègne, warm temperatures and beautiful sunshine greeted us as we began our ride. Some had mountain bikes, some had cyclocross bikes, but most had chosen their road bikes, the better to feel the sensations of cobbles "rumbling through bike, arms and legs", as Scott put it. And just like the real race, these sections of old roads and cobbles are fast disappearing. Scott had worked hard in preparing for the day, scouting out concentrated sections in various neighborhoods and stringing them together. The route would pass through areas that had seen their own share of history: Brooklyn Heights, site of one of the first big battles of the American Revolution; the area around Water Street, filled with Civil War era brick warehouses; the aptly named Cobble Hill area, birthplace of Winston Churchill's mother.

As we turned towards Prospect Park, designed by Frederick Law Olmstead, considered by many to be America's foremost landscape architect and the creator of New York's Central Park, we were in for a little bonus. The roads circling the park had been stripped and rilled in preparation for resurfacing this summer. The "Commiserate" portion of the day had officially begun!

Unlike the riders in Paris-Roubaix, you could hear shouts and whoops of excitement coming from the intrepid group of NYCC riders as we hit the first long sections of Brooklyn-style pavé. If the cobbles didn't get you, the small potholes, uneven surface and the occasional sets of rail tracks might. We rattled and rolled on our way towards Bay Ridge. The adrenaline was pumping now and the pace cranked up as we blasted into the headwinds along the Shore Road waterfront with it's beautiful views of New York Bay and the Verrazano Bridge.

The fun factor ramped up as we hit the concentrated sections of cobbles in the Bush Terminal and Red Hook neighborhoods. Mean and gnarly, these sections of pavé really gave the group the sensations of what our heroes in France were going through at the very same moment. More than one rider commented that they didn't know if they could ride on this stuff for hours like the pros do.

New Yorkers have lots of great acronyms for areas of the city. We've all heard of SoHo and TriBeCa, but I had never heard of DUMBO until this day. That's

Directly Under the Manhattan Bridge Underpass. The ride would finish at a great little spot near the bridge called the Water Street Bar. The NYCC had pre-arranged for our group to be treated to OLN's same-day coverage of the Paris-Roubaix race on



the bar's wide screen television. As we pulled up, many other club members were already in place. The Duvel was poured, lunch was ordered and the "Celebrate" portion of the event began in earnest. It was a boisterous, energetic group of 35 that cheered on their heroes. As the kilometers drew to a close on the velodrome, a chant of "Eki! Eki!" moved through the bar but we cheered all the same as Lotto-Domo's Peter Van Petegem made the final move for the win. Scott mentioned that even the bartender was quite impressed by such exuberant cycling fans. She kept track of the tabs by jersey color and design.

Chapeau! to Scott and all the members of the NYCC for an absolutely great day out riding the Brooklyn cobbles followed by the terrific atmosphere of race viewing and fellowship! It was definitely a day to remember.

New York City Cycle Club  
<http://www.nycc.org/>

The BK Pavé Ride  
<http://www.demel.net/pr/>

Photo credits:  
Tony Szurly and Scott Demel





# "I hope these guys know where they're going" — 300K Audax Club Brevet

by Karl Dittebrandt

The first problem was to get to the start by 3 am. As my friend bailed at the last minute, I had to use public transport. My only option was the RER, a large commuter train system. The start was in a town called Champs Sur Marne out to the east of Paris. As trains and subways in Paris do not run 24/7, I had to get the last train from the Arc de Triomphe at about 12:45 am. How was it? Well, if you take a rush hour A train, you'll get the picture. Forty five minutes later, I arrived at the stop: Champs Noisy, two towns close together. As I had more than 2 hours to kill, I tried to stay in the train station. That was not to be as the station closed after the last train. I had directions to the start which were, at best, vague. This kind of thing is normal, and for the most part, okay. So, I rode over to the town, found the Hotel de Ville, City Hall, and the local chateau. This time it was a big one—even with its own moat. Settled in at the corner, I watched for cars with bikes. At about 2:15 am I spotted the first one. Flagged him down, but he also had very loose directions. So, he drove and I followed to some places I had already checked out. We found a place that looked like it could be it. He parked, got out and started walking around to look for bikes on cars. About 30 minutes passed and he did not return. So then, I started looking. I rode around a bit in the town and found it: the starting place. He showed up immediately.

Registration at the brevet was very easy as there were six people helping. The cost was 5 euros. I got my brevet card and waited for the 5 am start. There was no lighting check or any type of check for anything. There were about 150 riders.

We started lining up around 3:50. The president of the ACP was at the head of the pack to sign each brevet card. We were then sent out in waves at 5 minute intervals. I was in the second group of about 40 riders. I scanned the cue sheet and knew I had to go with the group, otherwise I would have been lost immediately. After about ten minutes the group I was in formed into a solid unit of about 30. The course was shaped like a balloon with a short string on it...that string being about 50k. That part of the course was the same out and back. The rest of the course was a loop. We settled in at a good speed of about a 28kph average.

I wanted stay with this group until sunrise. This section had a few climbs, but nothing severe. The group took up most of the road since there was no car traffic. At about 65 k., just about sunrise, we were joined by a faster group from the rear, about 10 riders I guess. When they picked up the pace to pass us, the group split. At this point I rolled off and joined a group of about 6. I should mention at this point that there is no discussion about this among the riders. Your riding does all the talking. I was starting to get hungry, as it's not normal for me to go that long without eating. The first control was at 132 k. I knew there would be no stopping. Fortunately, I brought along some of that honey stuff I got on the

200 k, in New Jersey and I had part of a chocolate bar in my pocket. I stuffed that in and we made it to the checkpoint around 10 am. Not bad. The control point was in a cafe where we got coffee and some croissants. Some of my group drank beer! After about 15 minutes, we were off on the next 50 k. Now it started to rain steadily. Before this the rain had been on and off for work. Now it was coming down for real. My small group was now down to 5. As one of the guys fell on the climb, I think he missed a shift. Four of us waited for him at the top. One guy stopped for a second and then kept going. So now our group was fairly solid: two guys about 35, two guys about 50 and me. Now it was raining with headwinds. The real hills started now. For the next 50 k. just up and down. The climbs were usually 2 to 3 k.—maybe 6-7%. Not bad, but wearing because of the wind and rain. The road surface was rough and unlike anything we have. There are 3 basic types of roads in France: autoroute, N) Route Nationale, (D) Deapartment/ Many of these department roads are narrow and have a sur-



face of asphalt with small stones—sort of like riding on peanut brittle. It's very tough on tires and worse on your butt. I keep low tire pressure—90 pounds or so. I would like to use a 28 or 25 tire, but the bike I keep in France will not takes these. A 23 is the best I can do. Mostly three-fifths of this route was on these butt jarring roads. Lots of PBP is this type of road, as well. I really did forget about these roads, so I guess I do tend to remember only the pleasant parts of these things.

We arrived at the next check in good time, 185 k. down at this point. Again we stopped for 15 minutes. I had a sausage sandwich and coke normale. Then off to the next check at k. 235. More of the same rain and wind... We started to catch some other groups now. A group of 3 or 4 is normal, sometimes even 2 in a group. A large group at this point would be 10. At this distance from the start a group that large would have been long gone. Of the 100 plus riders, less than 10% rode alone. There was one guy we saw a few times. He was 45-50, riding a black Alex Singer, with full fenders and racks and only a cycling cap, dressed in all black. For those of you unfamiliar with the Alex Singer, it's the Rolls Royce of randonneur bikes. The present form was probably perfected in the late 50's—the classic period of randonering. Complete with small racks, lights, generator, fenders and very light weighing 21 pounds, with internal cable rout-

ing, it's perfect for this type of riding. It has speed and comfort for about 5 grand. It's more expensive than most and all sur measure. Still built in Paris by (I think) a nephew who is now in his 60's. He still rides and posts food times in the fall 2 man time trial—the gentleman of Paris. We first saw him at the first control. He was there when we arrived and still there when we departed. But, it was 20 k. into the next leg that he caught and passed us. The guys I was with were all first time PBP hopefuls. This guy knew that to rest and recoup a little longer was better for your riding. I know that as well but I was with these guys so that was that. At the third and final control before the finish, 235 k or so, I told my group to go on without me as I needed more rest. But after being there a while and having a hot chocolate, I could not eat. After 30 minutes, I left. Only 70 k to go—7 laps around Central Park. No problem, right? I left with 2 guys a little ahead of our group who had flats. After 6 k or so I knew I couldn't keep the pace they were setting, so I backed off and let 'em go. By now the rain had stopped, but the headwinds were much harder. My speed here dropped to 20 kph or so. I rode the next 40 k or so like this. Then, someone passed me who under normal circumstances would not have been able to. It was time for real food! I got to a town called Elbey about 30 k from the finish and found a pizza shop. This restaurant was at a point on the route where you could take a short cut and take off about one half the remaining distance and some real hills. Plus the route sheet was very complicated and not so clear. So, I was sitting at the window eating a cheese filled thing, drinking coke normale. I saw

2 riders head down the regular route, then come back and take the short cut I thought of doing this myself, but put it out of my mind. This thing I ate really put me back together and I was back to my normal speed for about 3 k. Then, I realized I was about to be lost. So, I asked directions and he directed me up a long hill. When I got there I couldn't see what he met. I asked someone else and went back down the long climb only to find that that was wrong too. So then, I asked someone else only to find I had to go back up the hill again. This time I found it. Now with only 30 k or 3 laps of Central Park, just repeat this experience about 4 more times and you'll have what happened to me before the finish. It was 6:30 when I left the pizza shop. I got the finish at 9:30. I had known the way it would have been a different experience. I can see why those guys took the short cut. It was like that to avoid a route nationale. which you can ride on, but it's not the safest. But when the route is so complicated that it cannot be followed without difficulty, that's a matter all brevet organizers should consider. I should also mention that I saw no other riders on this section of the route. This close to the finish, that's unusual. I got to the finish at 9:30. Then I had some refreshment. Then I went to a local hotel for room service with entrecote and frites. It's now been 36 hours without sleep.

*Mon Dieu!*

# Please read this before your first club ride

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

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

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

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

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

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

**BIKE TRAINS:** On Saturdays and Sundays, Metro-North has scheduled specific trains to/from Grand Central Station to accommodate large groups of cyclists. Bike trains are indicated by a bicycle symbol on the Metro-North timetable. Schedules change frequently. There are no bike trains on holidays. Refer to the roster for restrictions which apply at other times. If you are leading a ride and absolutely require a bike train at another time, you must call NYCC's Metro-North liaison, George Kaplan, at (212) 989-0883 well in advance to arrange another train for your ride.

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

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

## Riding Style / Description

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

## SIG Leader Information

SIG Co-ordinators:

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

**A19** - Ed Fishkin (718) 633-3038  
Jim Galante (201) 503-9192

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

**C** - Patricia Janof (212) 737-1668  
(patricia.janof@verizon.net)  
Gary McGraime (212) 877-4257  
(garynycc@aol.com).

## Lead A Ride

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

**5 Rides - FREE NYCC Water Bottle**

**12 more more Rides - FREE NYCC**

**Ride leaders Vest**

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

Ride leader incentives are given out in December.

Leaders who lead 12 or more rides will receive the vest only. One vest per leader.

### A-rides co-ordinator

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

### B-rides co-ordinator

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

### C-rides co-ordinator

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

## Grand Central Trains April 27-Oct 25, 2003

Outgoing from GCT	To / From	Returning to GCT
7:53 AM #8809 [Hudson Line]	Poughkeepsie	3:38 PM #8840
8:53 AM #8813 [Hudson Line]	Poughkeepsie	4:33 PM #8844
[Hudson Line]	Poughkeepsie	5:33 PM #8848
7:49 AM #9611 [Harlem Line]	Brewster No.	3:09 PM #9642
8:49 AM #9615 [Harlem Line]	Brewster No.	4:09 PM #9646
[Harlem Line]	Brewster No.	5:09 PM #9650
8:07 AM #6510 [New Haven Line]	New Haven	2:59 PM #6541
9:07 AM #6514 [New Haven Line]	New Haven	3:55 PM #6545
[New Haven Line]	New Haven	4:55 PM #6549



# June/July Rides List

Always wear your helmet!



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

## Recurring Rides

### Sundays (June 1, 8, 15, 22, 29)

A-19 55-60 miles 9:00 AM

#### Sunday Muffins in Nyack

**Ride Leader:** Jon Adler, 917 369 1807 or [jadler8@nyc.rr.com](mailto:jadler8@nyc.rr.com)

#### From the Boat House

Join me for a recovery ride from the SIG or STS ride. I will try and vary the route from week to week. Heck, we might not even find Nyack, but we'll find a hill or two. No matter where we end up, note the following: Pace line skills welcome, bad attitude not. Promptness is good, and lunch won't be long (I have to be back in Midtown by 2pm). Bring tubes, cash, and a helmet. Nasty weather cancels; check the message board at 10 pm on Saturday for confirmation.

### Every Tuesday and Thursday (June 3, 5, 10, 12, 17, 19, 24, 26)

B17/18 24 Miles 5:30AM

#### Laps in the Park

**Leader:** Linda Wintner 212-876-2798 [lwintner@metlife.com](mailto:lwintner@metlife.com)

#### From: Engineers Gate, Fifth Ave & 90th St

I know - you think 5:20 am is ridiculous. But, trust me - the park is beautiful at that time as well as serene and, best of all, not crowded. Please join me for various training exercises - hill repeats, intervals, sprints, laps in a paceline (I'll teach you if you don't know how to paceline). We'll have fun and improve our skills while we're at it. I generally try to do 24 miles, but you can always shorten or lengthen the time as you need or want to. I occasionally travel for work so please check the email listings and the bulletin board for any cancellations. Cancels: precipitation

A19 18 miles 5:30AM

#### Morning Laps in Central Park

**Leaders:** Jesse Ostrow 212-877-7658; Richard Embry 212-678-6115

#### From: Engineers Gate at 90th St & East Dr

Join us for early morning workouts. We'll hone our paceline, do some hill repeats and speed work. All are welcome. Please be of good cheer. Mellow rules! Major rain/wet roads cancels.

### Wednesdays (June 4, 11, 18, 25)

A21+/- 52+/- miles 10 AM Sharp

#### Wednesday Morning Spin

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

#### From: Boathouse

Join us for a quick spin to Nyack. We plan to be back by 2:15pm. We have no silly requirements and you know what conditions will cancel.

C 12-"C-25" 18 MI 7PM

#### Wednesday Night Stressbuster Series

**Leaders:** Peter Hochstein (212-427-1041) and David Sabbarese ([dsabbarese@firstmanhattan.com](mailto:dsabbarese@firstmanhattan.com))

#### From: 5th Ave. & 90th Street entrance to Central Park

A mostly C-ride with closet A and B riders occasionally joining. Three times around the park at your own pace. We regroup after each lap for air and conversation. Pizza afterwards sometimes come up.

B15 50+ Miles 9:00 AM

#### Nyack Rides

**Leader:** Bill Strachan 212-677-6951 [NYCEZRider@aol.com](mailto:NYCEZRider@aol.com)

#### From: 72nd Street & Riverside Drive (Eleanor Roosevelt Statue)

Well the SIGs are over and we should be getting into our prime riding modes. The learning curve and our training is peaking for whatever rides we plan for the summer. A slight increase in pace is comfortable and the 50 miles out and back is a pleasant jaunt for a mid-week ride. We maintain our collegiality, skills and are now looking to lead our own rides. Here's the opportunity in a safe, supportive environment. Required are a helmet, a couple of water bottles and some pocket food to get us to the Spoon. 30% chance of rain cancels but call Bill by 8 AM to check. As always, we don't drop folks but we do ride easy and ride safe.

### Thursdays (June 5, 12, 19, 26)

A-19 20-25 miles 6:45 PM

#### Thursday Nights in Prospect Park w/Bill

**Leader:** Bill Vojtech (w)212-630-0379, (h)718-832-3588

#### From: Union Street entrance to Prospect Park

We will attempt to maintain an A-19 pace, but anyone can come along. If you drop off the back or sprint off the front, meet us when we

re-group around 8:00ish or when it gets dark-ish, (this will vary as the season progresses). Then we'll find a bike friendly, (outdoor seating), café for dinner in Park Slope. Lightweight pocket-sized cable lock, blinky lights, and MetroCard suggested. Non-A-rider types welcome. If the leader cannot show, that should not stop you; you will not get lost.

## Member Rides

### Saturday, May 31, 2003

A19 80 miles 9:00 AM

#### South Mountain Road

**Leader:** Fred Steinberg (212) 787-5204 [fsteinberg@nyc.rr.com](mailto:fsteinberg@nyc.rr.com)

#### From: Boathouse

Up or Down our favorite Rockland County road? Show up and find out.

There'll be a new wrinkle or two (besides the leader's). Cancel conditions: The usual.

B18 65+ Miles 9:00 AM

#### Long Island North Shore

**Leader:** Tim Casey 718-392-1963 [Tim\\_Casey@Earthlink.net](mailto:Tim_Casey@Earthlink.net)

#### From: Forest Hills. 72nd/Continental Ave and Queens Blvd, at the bank on the north side of Blvd. Take E/F/N to 72nd/Continental.

Scenic tour, rolling hills. Bring 2 water bottles and snack food before lunch break. There is 1 steep but short hill at midway. Rain at 8AM cancels. Helmet required. Any questions, call leader.

B16 55+/- Miles 9:00 AM

#### Mamaroneck

**Leaders:** Linda Wintner 212-876-2798; [lwintner@metlife.com](mailto:lwintner@metlife.com) and Peter "Bananas" Kouletsis 917-854-1181; [peter.kouletsis@citigroup.com](mailto:peter.kouletsis@citigroup.com)

#### From: the Boathouse

Please join us for a scenic and relaxed ride to Mamaroneck where we'll buy lunch at a deli and picnic by the water. The route has some rolling hills as well as some nice flats! Plenty of bail-out options on the way home, Metro North (Metro North pass required) or subway in the Bronx. Please bring some snack food, plenty of water, a spare tube, and a pump. Helmet is required. This is really a nice ride and we look forward to seeing you on it. Cancels: rain

**C14 47 Miles 9:00 A.M.**  
**Mamaroneck**  
**Leader: Scott Wasserman (914-723-6607 or swrides@earthlink.net)**

**From: The Boathouse**

After riding through the lovely Bronx and some of lower Westchester, picture yourself, having bought lunch in town, eating on benches in Mamaroneck's Harbor Park deciding which of the yachts you prefer. A few hills on the way back but this is Westchester, after all. Substantial expected rain cancels.

## Sunday, June 1, 2003

**B16 40+/- Miles 9:00 AM**  
**Leader: TBA**  
**From: Boathouse**

A lovely June day – meet at the boathouse and choose a leader and a destination. Wet roads cancel.

## Saturday, June 7, 2003

**A19/20+ 110 MI 7:35am at GCT**  
**Poughkeepsie Hunter Loop**  
**Leaders: Ron Roth (212) 875-0905 Ron@rrroth.com**  
**Pieter Maessen Pmaessen@hotmail.com**  
**Timothy McCarthy (718) 204-7484**  
**Timothymc@earthlink.net**  
**Peter Walker (212) 831-4418**  
**Pwalker5@Nyc.rr.com**

**From: GCT – Train to Poughkeepsie departs approx. 7:53am; – 8:03 at 125th Street. (New train schedule pending for this date.)**

Time for the annual epic climb fest in the Catskills! And this year, there are enough leaders to keep all who feel up to the task on track. We'll head north from Poughkeepsie in pacelines on undulating 9G, then swing over to the west side of the Hudson heading for Palenville. Make a left on 23A, grab some fluids if needed, and get on your climbing shoes! It's 4.3 miles and about 1500ft of vertical to get to the top. The reward for your effort will be a delicious, revitalizing lunch at "Maggie's" in Tannersville. After that, a few rollers, than a 10+ mile, mostly downhill section starts us on our way back. Don't get complacent, however, as Mohonk (about 2 miles and nearly 800+ft.) looms at around the 95 mile marker. Expect great scenery, some serious climbing, and a few noteworthy descents within a long, rewarding day of riding. Bring (at least) 2 water bottles, pocket food, a bike in solid mechanical condition, a helmet, and a Metro North rail pass. A minimum 39/25 chain ring/cassette combo is recommended. Please confirm if planning to ride, as Maggie's is a relatively small establishment. Good cheer, paceline skills, and fit riders welcomed. If

rain or miserable weather is forecast, see the Bulletin Board  
[http://www.nycc.org/bb\\_frame.html](http://www.nycc.org/bb_frame.html) for the status of the ride.

**A20+/- 52 miles 8:00 AM**  
**Intro to Racing - Questions and Answers**  
**Leaders: Todd Brilliant, Justin Reid, Jeff Vogel, and other members of the CRCA/VisitBritain.com/BicycleHabitat team**

**From the Rambles Parking Lot (East Drive near 79th Street)**

Are you ready to move up to the next level? Here's your chance to have all but one of your questions answered. We'll have all the info on joining a team, upgrading, coaching, USCF rules, CRCA rules, and more. We'll be taking 9W both ways with a stop in Nyack, so there will be plenty of time for all your questions. This will be a moderate tempo ride at a conversational pace. It is NOT a training ride. Also, mark your calendars for Saturday June 14 and June 28. The CRCA will be holding a clinic for new racers along with a simulated race those mornings -- June 14 for women, June 28 for men. For questions about today's ride contact Jeff at 718-275-6978 or President@crca.net. For more info on the June 14 and 28 Race Clinics go to [www.crca.net](http://www.crca.net).

**B18 60 Miles 9:00 AM**  
**Croton Reservoir**  
**Leaders: Wayne Wright, wwright8@nyc.rr.com, 212.873.7103 and Brian Stockmaster, bstockmaster@nyc.rr.com, 718.797.3243**

**From: The Boathouse**

This scenic ride has lots of rolling hills and quite a bit of shade. Late lunch stop so bring plenty of pocket food and 2 water bottles. We pick up lunch at a deli and then bike to the lunch spot, so bring your musette bag if you have one. Helmets and smiles please. Metro North return from Croton/Harmon station.

**B15 Rolling/Hilly 50-55 Miles 9:00AM**

**"WHERE-EVER" Ride**

**Leaders: John Zap day 212-255-7191, eve 203-972-9339**

**Allan Goldberg 914-693-2928**

**From: Meet at Grand Central Station for the 9:07 AM New Heaven train to Darien,**

**Leader will meet group at Train Station arrive 9:59AM**

"Where-Ever", "Show & Go" WHAT-EVER you want to call it. We will go were-ever we want. According to group consenses using some different roads then we normally go on. No cue sheets. Return from Darien or somewhere else about 4PM. Joint. WCC

**C? ?MI 9AM**  
**Pick-up ride**  
**Leaders: You**  
**From: Boathouse**

No Ride listed at press time. Please check the Website and your e-mail for updates.

## Sunday, June 8, 2003

**A, B, C 50 60 70+ miles 9:00 AM**  
**All Class Ride to Kensico Dam, with a free lunch no less**

**Leaders:**

**C11 Tracy Young, Lee Ann Van Wyck leann919@hotmail.com**

**C12 TBA**

**C13 Stan Oldak stanonyc@aol.com 212-945-9801**

**B15/16 TBA**

**B17 Eva Wirth ewirth@yahoo.com**

**A18 Russ Berman 212-595-8834 rberman@kronishlieb.com**  
**Robert Gray 212-593-0986 nyarchitect@msn.com**

**A20 TBA**

**From: The Boathouse Parking Lot**

TINSTAAFL? (There's No Such Thing As A Free Lunch)- There certainly is if you show up at the boathouse at 9AM and sign up for one of the above rides in the first NYCC All-Class ride of the season. As you can see from the ride list above, there is a ride for everyone. We'll all meet at the Boathouse parking lot at 9AM and head out into beautiful Westchester County on routes of various distance, speed and terrain. All rides will rendezvous at the Kensico Dam Plaza for a rare opportunity for NYCC riders of all categories to get together in the great outdoors.

## Saturday, June 14, 2003

**A18/20 75-100 miles 8:00 AM**  
**Made in the Shade**

**Leaders: Fred Steinberg (212) 787-5204 fsteinberg@nyc.rr.com Timothy McCarthy timothymc@earthlink.net**

**From: Boathouse parking lot**

By now, heat and humidity won't be a novelty, but on this ride it shouldn't make much of a difference, we'll do most in the shade: a scenic hilly detour into Connecticut, around Byram Lake, picnic lunch in Mt.Kisco. Then a loop around Croton Dam and the long climb up Pine Bridges Rd. This year's planned route is hillier with less hardpack. Water stops as needed. Two (2) water bottles required. In past years we were well toasted by Ossining or Tarrytown (95 in the shade) and the ride ended along with the cover; bring a Metro North pass just in case. Cancel conditions: The usual.



**B15 55+/- Miles 8:30 AM****"Tall Vall"****Leaders: Mark Gelles (mgelles@okcom.net) (212) 689 1375 & Lynn Baruh (Lynn.Baruh@jw.com)****From: The Boathouse**

We will take a scenic route out & back on Bergen/Rockland County roads. Spin through Jersey burbs, onto Tallman bike path (hard-pack), meandering south/west to deli/picnic at Pascack Brook County Park (River Vale NJ). Home on familiar NYCC roads (501 to Churchill). Official end of ride is the Manhattan side of GWB. Bring a few bucks for lunch, something to carry it to the park & of course a smile. The usual cancels.

**B16 Flat 50Miles 9:00AM****"Zap CT Gold Coast Ride" Upper Section****Leader: John Zap day 212-219-3339, eve 203-972-9339****From: Meet at Grand Central Station for the 9:07 AM New Heaven train to Fairfield****Leader will meet group at Fairfield Train Station arrive 10:17AM**

A leisurely scenic ride along Fairfield County's coastline from Fairfield to New Heaven. This month we do the upper section, next month the lower section than the entire route in Aug. Ride will travel through Bridgeport's Captain's Cove, Lordship, Millford and up to New Haven. "Arts & Ideas" Festival going on in New Heaven. Check out events at "artidea.org" Return from New Haven approx. 4:55pm depending on finish time.

**C12 30 urban MI 10:00 AM****Queens-Brooklyn Waterfront****Leaders: Marina Bekkerman (718-783-5355; marinab@mindspring.com) & Isaac Brumer (917-531-5303)****From: 59th Street & 1st Ave, Manhattan (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 at 8:30AM cancels.

**Sunday, June 15, 2003****A-18 80 miles +/- 8:30 a.m****South Mountain Road****From the Boathouse****Leaders: Robert Gray 212-593-0986 nyarchitect@msn.com; Russ Berman 212-595-8834 rberman@kronishlieb.com**

The classic visit to the apple orchard with just enough hill to make it interesting and a wonderful long downhill stretch through Saddle River on the return. No extended stops for

lunch, but lots of eye-filling scenery in both directions. We hope to make it back reasonably early in the day by maintaining the posted pace. Good attitude, pocket food and fluids and gentle words at least as important as well-maintained bike and the required helmet. Wet roads or high probability of precip cancel. Call a leader if in doubt.

**B17 65 Miles 9:00 AM****Nyack, the Shady (mostly) Way, with Hills****Leaders: Rick Braun (212-477-2575) and Linda Wintner (212-876-2798)****From: The Boathouse**

Please join us for a day of pretty scenery, with as much shade as we can find and some nice hills (River Road, Bradley and some rollers in between). We'll have lunch in Nyack and return over the Palisades via a meandering, shady route with some nice hills (rather than 9W). In case it isn't clear so far, one of us likes SHADE when it gets hot. Please bring plenty of water and some snacks. Helmets required. Precipitation cancels.

**C-14 42 MI 9:30 AM****Westwood Diner****Leader: Carol Waaser (biker-c@rcn.com 212-581-0509,) Laura Selikson****From: The Boathouse**

This is a pleasant ride to my current favorite pancakes (they're light and yummy, not lead in your tummy). Cancels: rain, snow, slick roads, winds above 25 mph. If in doubt, check nycc.org message board or leader's phone machine after 8:00 a.m. day of ride.

**Saturday, June 21, 2003****A19+ 85 miles 9:00 AM****Armonk/Byram Lake****Leaders: Melissa Bybee (212) 740-9393****Melissa.Bybee@morganstanley.com****Jack Lehnert (718) 884-6437****JSL7@Georgetown.edu****Meet at boathouse parking lot**

For those of us who have skipped the annual jaunt up the Hors Catagorie climb of Whiteface Mountain, we have a very beautiful ride to Armonk highlighted by Pinebrook Blvd., Saxon Woods Rd. Sherwood Ave., Riversville Rd. and the picturesque Byram Lake nestled in a hillside. We will picnic on the grass in Armonk. We anticipate a social ride with good group riding skills, some double pace lining. Be sure to save some gas for the Grassy Sprain return. Helmets required, bring Metro North bike pass for bail out. Check bulletin board or call after 7:00 AM if weather appears unfavorable.

**B18 60 Miles 10:00 AM****Cold Spring via Haverstraw****Leaders: Wayne Wright, wwright8@nyc.rr.com, 212.873.7103, Chuck Lam, cl289@columbia.edu, 212.875.8572****From: The Boathouse**

Celebrate the solstice in my favorite Hudson Highlands town of Cold Spring. We'll take a direct route by paralleling the river. A spin through downtown Haverstraw avoids route 9W nasty bits. Only one climb to speak of. Helmets and smiles please. Metro North return from Cold Spring station.

**B15 54 Miles 8:45 AM****Climbing Connecticut****Leader: Pat Mullen (718) 894-3333 Patmullenx@aol.com****From: Grand Central Terminal @ 9:10A.M. for Greenwich arriving @ 10:02 A.M.**

Very hilly and challenging terrain with climbing at a moderate pace. We will cycle past miles of estates on scenic secondary roads which are mostly tree shaded and lightly traveled. Lunch in New Cannan. Helmets and Metro North bike passes required.

**C14 50 Miles 9:15 AM****Oyster Bay****Leader: Scott Wasserman (914-723-6607, or swrides@earthlink.net)****From: Queens Borough Hall - Statue of Civic Virtue (Union Turnpike & Queens Blvd)**

We ride to the North Shore of Long Island to my favorite destination. Lunch is bought in town and carried a few blocks to a park on the water to watch sailboats while we eat. If you want to cool off even more, there's a public beach and if you've had enough riding there's a train station in the same park. Substantial expected rain cancels.

**Sunday, June 22, 2003****B16 40+/- Miles 9:00 AM****Leader: TBA****From: Boathouse**

A lovely June day – meet at the boathouse and choose a leader and a destination. Wet roads cancel.

**A B C****Newcomers Ride 35 to 70 miles****C12 - 35 miles, C13 - 43 miles, C14 - 48 miles, B15 - 53 miles, B16 - 58 miles, B17 - 65 miles, A18 - 70 miles****If there any questions about the nature of the ride or the meeting point for the C12 ride, please contact the Ride Coordinator: Gary McGraine, garynycc@aol.com (212) 877-4257****From: Central Park Boathouse parking**

**Bridge (A train to 178th St.)****Leaders: To Be Announced**

*New to the club but not sure how to get started? Been thinking of joining but want to try a ride first? This event is for you! You don't need to be a member and the rides are free!!! P.S. You bashful members are welcome too – Enjoy a fun ride with us!*

There will be a choice of A, B and C rides to accommodate every level of rider. If you have not previously been on a club ride or on your bike for a while, try a ride that you feel is easily within your capability. You may move up or down to a faster or slower group after lunch or at one of the "connecting" points in the ride.

The rides range from 35 to 70 miles. We will meet @ 9:00 AM in Central Park and cross the G W Bridge to ride scenic roads in New Jersey. All groups will stop to pick up food at a nearby deli and rendezvous for a picnic near the lake in Pascack Brook Park. After lunch, we'll have a drawing for many **FREE PRIZES** including the new sleeveless NYCC Jersey!!! Expect to return home mid afternoon or a little later if you take a slower ride.

It is important to show up for the ride prepared with a bike in good running order, properly inflated tires, a spare tube, water, money for lunch and ID. A helmet is required.

If the weather conditions are questionable, check the message board on our website (nycc.org) after 7:00 AM in case of cancellation.

For more information, contact:  
newcomers@nycc.org.

**Saturday, June 28, 2003**

**A19/20 125+/- Miles 7:53 AM GCT**

**Garrison/Port Jervis-Hawks Nest/Beacon**

**Leaders: Hank Schiffman, schiffhank@aol.com, 212-529-9082, Ron Roth, ron@rroth.com, & Timothy McCarthy, timothymc@earthlink.net**

**From: GCT, Metro-North to Garrison @ 7:52AM**

Rake the hay while the sun is shining-Hudson/Delaware/Hudson. Lots of vertical at the start with 7 Lakes, Hogback & Mt Peter, a quick stop in Warwick, then a more direct route to PJ, lunch up on the Hawks Nest, a climb out of the Delaware Valley and on to the train at Beacon with a stop at the bakery in Goshen. This ride has no easy exits. Stamina and strength are a must. Make sure your bike is roadworthy for the mileage; mechanicals will buy you a dark ride home. Bring water, 2 spare tubes, pocket food, spending money, a helmet and a Metro-North bike pass. This ride is a sure cure for insomnia.

**A18/19 70+/- miles 8:45am for a 9am departure**

**Ride for Pie through the back roads of Bergen and Rockland Counties**

**Leaders: Anthony Poole (212) 875 8333 (home); (917) 331 0903 (cell/mobile) anthonypoole2000@yahoo.com; Melissa Bybee (212) 740 9393**

**From: 72nd and Riverside Drive (by Eleanor Roosevelt's statue)**

You've heard the motto, "We ride to eat."

Well, we take that literally! Those who stay this rolling course will be able to partake in one of Ant's homemade apple pies after the ride sitting on the park benches on Riverside Drive near Eleanor Roosevelt's statue, subject to numbers (first come/first served 'til there's no more pie). It will put you in the mood for next weekend's festivities. Those of you who shared pie with me the day after my birthday following a SIG ride know what to expect. Hills at a steady, not race, pace and nice streamlined pacelines everywhere else. If it's hot and humid, we may keep the pace down a bit. And, if anyone wants to supply ice cream to go with the pie; that would be swell (Rum & Raisin works very well with this pie). Heavy rain, sticking snow, temperatures below freezing at 7am cancels. Bring cue sheet holders, plenty of water, tubes & levers, pocket food, money and sun block. Temps above 95F (35C) and high humidity may result in a shorter route, but we're reluctant to cancel just for a short shower or two. Rain date: Sunday 29th

Hills at a steady, not race, pace and nice streamlined pacelines everywhere else. If it's hot and humid, we may keep the pace down a bit. And, if anyone wants to supply ice cream to go with the pie; that would be swell (Rum & Raisin works very well with this pie). Heavy rain, sticking snow, temperatures below freezing at 7am cancels. Bring cue sheet holders, plenty of water, tubes & levers, pocket food, money and sun block. Temps above 95F (35C) and high humidity may result in a shorter route, but we're reluctant to cancel just for a short shower or two. Rain date: Sunday 29th

**B16 53 Miles 9:00 AM**

**River Edge Diner**

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

**From: Rambles Shed (up the hill past the boathouse on left)**

Let's try a new route in New Jersey - destination: the spacious River Edge Diner (I'm always looking for new food options). Cancels: rain, predicted high above 90, high winds. If in doubt, check message board or leader's machine after 7:30 a.m. Helmets, please.

**B15 Rolling/Hilly 55 Miles 8:00AM**

**"New Canaan Roundabout to Ridgefield"**

**Leaders: John Zap Day 212-255-7191, Eve 203-972-9339**

**Allan Goldberg 914-693-2928**

**From: Meet at Grand Central Station for the 8:07AM New Heaven train to Darien, Leader will meet group at Train Station arrive 9:01AM**

Scenic ride up through Silvermine, New Canaan, Wilton, Ridgefield for Lunch, then return back around Stamford Reservoir and short stop at beach in Rowayton. No cue sheets. Return from Darien approx. 4:45pm

depending on finish time. Joint. WCC

**C-13/12 50 Miles 9:30 AM**

**Annual Hanged Spy Ride**

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

**From: The Boathouse**

An annual rolling pilgrimage to the Rockland County site and monument where British spy Major John Andre was hanged and buried by order of General George Washington, who then said nice things about him. Later, Andre was dug up and reburied in Westminster Abbey. We'll dig up lunch in Piermont. Caveat: This is an easy-going C-ride. C-13 up, C-12 back; even slower if it's beastly hot. Go at our pace or go away. Rain cancels.

**Sunday, June 29, 2003**

**A21 75 miles +/- 9:00 am**

**Armonk/Mt. Kisco Loop**

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

**From: The Boathouse**

This is my annual Mark Martinez Memorial ride. I first rode this route with Mark and it's a beaut! Alright, going through the Bronx is kind of a drag but once we get to Westchester we're talking trees, lakes, reservoirs and of course, the infamous Whippoorwill Rd. Weather permitting, we'll dine al fresco in Armonk and then hammer home. Helmets are required, 2 water bottles, pocket food and sunscreen recommended. Rain or better than 70% chance at 8:00am on ride day cancels. If in doubt, check the message board or call the leader.

**B/C14 37+ Miles 9 AM / 9:45 AM**

**Brighton Beach via Prospect Park**

**Leader: Stan Oldak 212-945-9801 stanonyc@aol.com**

**From: 9 AM – Behind City Hall across from B'klyn Bridge bike path 9:45 AM – Grand Army Plaza – entrance to Prospect Park**

A pleasant ride to Brighton Beach for Russian food (what else?). Going and returning we'll pass through Prospect Park. If we're feeling good we'll do some laps of the park. On the return, we may need to (do some laps) to work off lunch!! Wet roads or 80% chance of rain cancels. Helmets required.

**C12 23 Miles 11:00AM**

**Sandy Hook Refresher - A BikeSummer event**

**Leader: Alfredo Garcia (212 802-2441, cyclistxxxiii@yahoo.com)**

**From: NY Waterway Terminal, World Financial Center**

Fifth year running: Come on this breathtaking journey to the Jersey Shore, with outlying



areas, in Monmouth County. Go over four bridges, get 25 cent lemonade at a kiddie stand and visit the highest eastern seaboard elevation point in these United States. Eat lunch near the grounds of a 'twin' lighthouse, with breathtaking views. Then hit the beach before taking the 6:40 ferry back to NYC. Sunscreen, sunglasses, camera and drinking water required season gear. Bring lock, \$ for lunch and \$27 round-trip fare for 11:20am boat. A Bike Summer 2003 ride co-listed with the Five Borough Bicycle Club and Metropolitan Waterfront Alliance.

## Out of Bounds

### Friday - 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.

Dates: June 6-9

Travel: Luxury coach from NYC

Lodging: Montreal hostel, once a 3-star hotel

Food: Continental breakfasts and restaurant dinners (we pick up all the tabs, minus alcohol) Bike rides: Friday night: Un Tour La Nuit, an after-dark adventure Saturday: A guided bike tour of the nearby countryside Sunday: Le Tour de L'Ile, 40,000 riders, 33 miles, no traffic. Information and Signup:

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

### Saturday, June 14, 2003

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

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

### Friday - Sunday, July 18th-20th

#### 250 Miles Boston to New York Benefiting Project A.L.S. and their fight to find a treatment and cure for ALS (Lou Gehrig's Disease)

Benefiting the research funding efforts of Project A.L.S. For more information: Mat Mendel, Tri-State Trek; Event Organizer 781-488-3231. [www.projectals.org](http://www.projectals.org) [www.tristate-trek.com](http://www.tristate-trek.com)

## Diary of A(19) Siglet - Week 1 *(continuing series)*

By Anthony Poole

### Week 1, Saturday 1st March 2003

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

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

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

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

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

The ride continued and I marvelled at the snow banked on either side of me, taking care to avoid it, and at a frozen lake that we swept past. Otherwise we continued uneventfully to the diner at Northvale, where I tucked into a very tasty salmon wrap, washed down with orange juice and hot chocolate.

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

The journey back was accompanied by good vocal communications among all of us: "hole", "crater", "ice right", "bump" were popular ones. "Dead rabbit", was one of my con-

tributions. Some of the potholes looked fresh and quite menacingly large, which is not surprising after the fabulous winter we've had. And I managed to remember not to call out hazards to non-existent cyclists behind me while riding on my own this week.

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

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

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

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

I can't help thinking that it's a shame that there is nothing like the equivalent of the NYCC, let alone the SIGs, back in my native London for us. Happy Freedman's bike fit seminar was awesome, with just the right mix of technical and plain talk that everyone could understand. Ed Geffner was able to secure the space for the bike fit, and included his Project Renewal's Recycle-A-Bicycle members. Larry Duffus of Larry & Jeff's Bicycles Plus, 87th St. and Second Ave., again came through for us, with a free bike mechanic class for ride leaders at the start of the Sig.

The C-Sig Class of 2003 started with 138 people expressing interest in joining. It narrowed down to 90 who were able to join before we stopped accepting new applicants. Not everyone was able to make it through to graduation. We can't remember a worse year, weather-wise, for our classes, and having to postpone to Sunday three times didn't help. Our final number of graduates is 52. This is a tribute to their perseverance and sacrifice during the course. Some gave up Sunday volunteer work, some didn't see visiting friends or relatives. I'm sure all of them have stories to tell. We would like to thank them for their enthusiasm, sportsmanship and willingness to learn. Special thanks go to Luis Diaz for our helmet name tags and to Hans Koch for help with the workshop materials.

Now let's go have fun!

## New York Cycle Club Financial Report Final Results 2002

Below are the final NYCC income statement and balance sheet (tax basis) for 2002. Many thanks to Peter Morales for preparing our tax returns for 2002.

### Income Statement

Full Year 2002		
Revenues		
Interest Income	\$	186.26
Membership Income		33,823.91
Jersey Income		7,755.53
Xmas Income		3,025.80
Century Income		8,462.00
Other Income		<u>2,535.15</u>
Total Revenues	\$	<u>55,788.65</u>
Total Cost of Sales		<u>6,452.69</u>
Gross Profit	\$	<u>9,335.96</u>
Expenses		
Telephone	\$	495.27
Printing and Publications		8,948.46
Bulletin Postage		9,343.05
Insurance		2,061.00
General Administration		687.09
Website		893.08
Miscellaneous Exp		71.00
Ride Development		726.71
Century Exp		8,806.40
Xmas Exp		2,750.00
Special Programs Exp		<u>3,946.72</u>
Total Expenses	\$	<u>38,728.78</u>
Net Income	\$	<u>10,607.18</u>

### Balance Sheet

#### Assets

Current Assets		
Cash	11,357.22	
Savings	<u>20,633.26</u>	
Total Current Assets		\$ 36,990.48

Other Assets		
Inventories	<u>10,765.70</u>	
Total Other Assets		<u>10,765.70</u>

Total Assets		\$ <u>47,756.18</u>
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#### Liabilities and Capital

Total Liabilities		0.00
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Capital		
Net Assets	32,149.00	
Net Income	<u>10,607.18</u>	
Total Capital		\$ <u>42,756.18</u>
Total Liabilities & Capital		\$ <u>42,756.18</u>

## Insight Race Across AMerica 2003

*Sanctioned by the Ultra Marathon Cycling Association*

17 solo men and one woman will tackle the 21st Race Across America. Departing San Diego, CA on Sunday, June 15th at 7:00 a.m. PDT the racers will ride a new route, covering 2,922 miles.

Racers will face challenging climbs in the first 100 miles, compounded by the heat of the desert. Racers will climb over 80,000 feet during the race, compared to 100,000 feet last year. Riders and crews will travel through some of the best scenery in the southwest going through Arizona and New Mexico. Crossing the deadly Oklahoma panhandle, riders will hope for tailwinds as the route heads northeasterly. The course will go through the American heartland for a thousand miles passing through Kansas City, St. Louis and Indianapolis. Farther east racers will pedal past some of the most unforgettable historical ground in America including Sharpsburg, Hagerstown, and Gettysburg to finish on the Boardwalk in Atlantic City, NJ.

The first solo riders are expected to finish on Tuesday, July 24 on the famous Boardwalk at Kennedy Plaza in front of Boardwalk Hall, Atlantic City, NJ.

Ten relay teams will start at 1 p.m. on Monday, June 16. The two-, four- and eight-person teams will take turns riding on the same course. The first team riders will finish on Sunday, June 22.

The 2003 race is dedicated to Pete Penseyres, who in 1986 set the all-time RAAM average speed record of 15.4 mph, including time off the bike. Penseyres will be honored at the pre-race banquet at 5 p.m. on Saturday June 14, 2003 at the San Diego Holiday Inn, 1355 N. Harbour Dr. Pete will talk about his racing memories and show past RAAM history highlights. Tickets available on the RAAM website <http://www.raceacrossamerica.org>

\$40,000 in prize money will be divided among the fastest solo and team riders. There is a \$10,000 cash prize if a solo male can beat Penseyres average speed record of 15.4 mph, \$10,000 cash will be awarded if a solo female can beat **Seana Hogan's** 1995 record of 13.20 mph. If a four-person team can beat Kern Wheelmen's 1996 the average speed record of 23.04 mph, they will receive \$10,000.

History: Riding a bicycle across America has been the dream of many cyclists. For over one hundred years riders have tested themselves and equipment against terrain and nature. As road conditions and equipment have improved, the speed of crossing America by bike has become increasingly fast. Riders continue to improve their training and diets to become stronger and more durable.

**Seana Hogan** is the only rider to win RAAM six times. Wolfgang Fasching and Rob Kish have each won three times. Lon Haldeman, Pete Penseyres, Bob Fourney, Susan Notorangelo, Gerry Tatrai, Danny Chew, and Cassie Lowe have each won the race twice.

In 1983 Outside magazine, the biggest magazine on outdoor sports, commissioned a panel of experts to rank the world's toughest events using as criteria the "Mule Factor" - the distances involved; the "Forum" - how tough the course is; the "Anguish Index" - how hard the competitors "have to work to convince themselves that what they're doing is only mildly inane and self-destructive;" and the "O Factor" - a combination of the cost to do the event and the drop out rate. Given these criteria, as judged by a number of multi-sport athletes and observers, the ranking came out as follows:

1. Race Across America = 676.2 points
2. Vendee Globe Around-the-World Sailing Race = 675.0 points
3. Iditarod Sled Dog Race = 417.5 points
4. U.S. Army's Best Ranger Competition = 402.5 points
5. Raid Gauloises Wilderness Endurance Competition = 399.0 points
6. La Traversee Internationale du Lac Saint-Jean (25-mile swim) = 301.4 points
7. Badwater 146-Mile Cross Country Run = 113.4 points
8. Hawaii Ironman Triathlon = 67.2 points

For more information and daily standings, go to [www.raceacrossamerica.org](http://www.raceacrossamerica.org).





Prizes generously provided by these sponsors and supporters of women's racing: Team Estrogen; Piermont Bicycle Connection; Boulder Bars; Metro Bicycle Stores; Sanchez Computer Associates, Inc.; Litespeed; E-caps; CYCLES LA FEMME; and Eric Carlson LMT of Massage Artistry.

# Women's Beginning Bicycle Racing Clinic

**SATURDAY JUNE 14TH 6:00 AM CENTRAL PARK NYC**

*Have you ever been tempted to try bicycle racing?*

*Not sure how to start?*

*Join the women of the Century Road Club Association, New York City's road racing club, in a three lap simulated race around Central Park. Experienced local women racers will ride with the field providing instruction, assistance and advice.*

*For more information please see our FAQ on [www.crca.net](http://www.crca.net), or call Beth Renaud, (212) 316-9430 or [bethrenaud@yahoo.com](mailto:bethrenaud@yahoo.com).*

*Preregister online at [www.bikereg.com](http://www.bikereg.com) or get up really, really early and register the day of the race, 5:15-5:40 a.m. in the Rambles Parking lot, Central Park. 5:40 until 6:00 a.m. pre-race meeting. 7:15 post-race analysis, Q&A and prizes. Remember-we race rain or shine!*

**\$10.**



**Presented by the CRCA Metro-Sanchez and Radical Media Racing Teams.**

## Advertising and Volunteering

### WANTED: T-SHIRT IDEAS

#### for Escape New York Century Bike Ride

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

NYCCV presents

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

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

Submit ideas to:

John Barnard, 155 Hicks Street, Brooklyn NY 11201  
Ph 718 858 9466 • F 718 858 5504 • [jbarnard\\_backdrop@acedsl.com](mailto:jbarnard_backdrop@acedsl.com)



### 2003 New Jersey Brevets (not races)

Join our forum at:

[www.topica.com/lists/njrandonneurs](http://www.topica.com/lists/njrandonneurs)

Princeton brevet dates:

600K - June 14-15 (Princeton - 40 hrs)

Metro New York brevet dates:

200K - July 12 (NYC/West Point/NYC - 13.5 hrs)

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

TO REGISTER and MORE INFORMATION:

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

email the organizer:

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

### For Sale BRAND NEW . . . NEVER RIDDEN!

Fuji Ace SE 43cm road bike 650cm wheels, shimano sti components. This is a current model, asking \$325 firm, retails \$525+.

Perfect fit for someone 4'10"-5'1". Go to [WWW.FUJIBIKES.COM](http://WWW.FUJIBIKES.COM) for exact specs.

Call Larry 212-304-8503, anytime, or e-mail: [darut@aol.com](mailto:darut@aol.com).

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

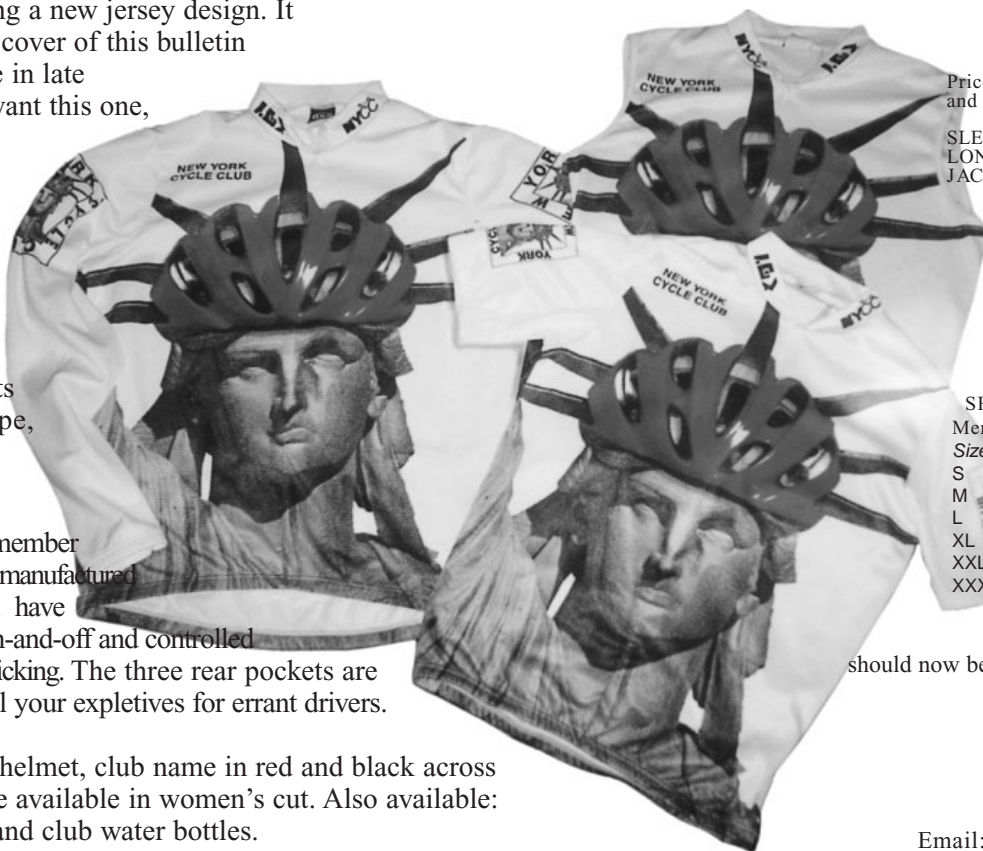
The club is choosing a new jersey design. It can be found on the cover of this bulletin and will be available in late summer. So if you want this one, act now or forever hold your piece goods.

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 view in color and download an order form go to <http://nycc.org/stuff.html>



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

Order forms and checks should now be sent to the club P.O. Box:

New York Cycle Club  
P.O. Box 20541

Columbus Circle Station  
New York, NY 10023

Attn: Merchandise

Email: [NYCCstuff@nyc.rr.com](mailto:NYCCstuff@nyc.rr.com)

Please allow 6-8 weeks for delivery

<http://www.nycc.org>



# 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 any litigation expenses, attorney fees, loss, liability, damage, or cost which may incur as the result of such claim. I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED FREELY AND WITHOUT ANY INDUCEMENT OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW AND AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID THE BALANCE, NOTWITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT.

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

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

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

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

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

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

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

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

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

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

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

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

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

register online @



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) 691-6149 or  
www.a-bicycleshop.com;  
abikshp@aol.com; 10% off non-sale  
items (not items already discounted).

### BICYCLE HABITAT

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

### BICYCLE HEAVEN- formerly C'n C Bicycles

348 East 62 Street  
New York, NJ 10021 - (212) 230-1919  
www.bikeheaven.us  
8.25% off accessories, repairs & bikes

### BICYCLE WORKSHOP

175 County Road  
Tenfly NJ 07670  
201-568-9372  
10% off on part and accessories

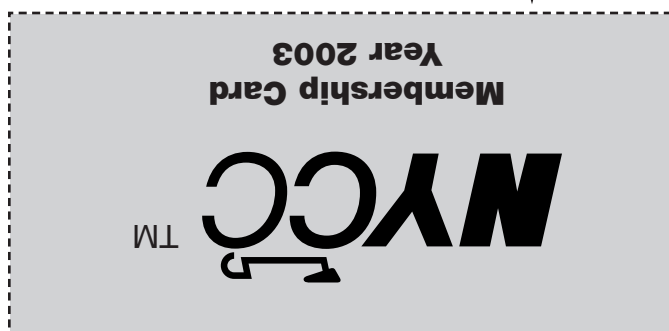
### BICYCLE RENAISSANCE

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

### CNC BICYCLE WORKS

1101 1st Avenue, NYC, NY  
(212) 230-1919 or

Membership card. Cut me out. ↓



cnbcycleworks@juno.com;  
8.25% off accessories, repairs, rental and bikes.

### CONRAD'S BIKE SHOP

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

### CYCLE PATHS

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

### GOTHAM BIKES

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

### LARRY'S and JEFF'S

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

### NEW HORIZONS SPORTS

55 Franklin St., Westfield, MA 01085  
413-562-5237

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

### PIERMONT BICYCLE CONNECTION (2 locations)

215 Ash Street, Piermont, NY 10968  
(845) 365-0900

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

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

### SID'S BIKE SHOP

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

### TOGA BIKE SHOP

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

## NYCC Members' Monthly Meeting .... Tuesday, June 10, 2003

Please join us on  
Tuesday, June 10th  
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 - 9:15 p.m..

# SIG Graduation

## It's that time again!

Time to celebrate another successful completion of the SIG season. Each of the SIG groups will give a graduation presentation to participants and share highlights of the series.

It's a great night to share stories with fellow participants, meet members of the other SIG groups, or find out more about how the SIGs work.

**First Class Mail**  
**Dated Material**

PRESORTED  
FIRST CLASS  
U.S. POSTAGE  
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**NYCC**

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