Happy New Year

The Holiday Party is behind us. Once again it was a joyous, fun time at St. Maggie’s Café. Thanks go to David Sabbarese for another successful special event. But no sooner did we celebrate the holiday season, when here comes a new year. And with the new year we can look forward to several upcoming events. On January 20th we’ll make our second annual trip to Wollman Rink to try our bodies at another balance act other then on two wheels.

This time on two thin metal blades. Thinner then those skinny road tires? Absolutely! And on a very slippery surface. Heavy rain might cancel, but cold temps or snow certainly do not. Details Page 4 of this bulletin, on the club website and in the weekly club email.

And then in February we’ll be honoring all of our volunteers from 2004 with a large gathering and party. Look for details in the coming weeks in the weekly club email and on the club website.

For those of you who are hardy enough to brave the cold weather, enjoy your winter riding and be sure to layer up.

Wishing everyone a healthy and happy NEW YEAR!

Stan Oldak

Letter from the Editor

Happy New Year to you all. May your miles be plenty and punctures and mechanicals few and may we all be free of injury. One of my wishes for 2005 is that the Fractured Clavicle Club does not welcome any new members.

First, let me say that a ‘Letter from the Editor’ is not going to be a regular feature, while I am here. And I know it is really bad form to have a longer letter than the President’s. Sorry Stan! I believe the bulletin is for the membership and must not be a mouthpiece for one individual. Yes I may have my biases and preferences and a large element of an editor’s job is subjective, but I am sure you will be quick to alert me if I am going too far in one direction and not enough in another. Your comments and feedback are welcome.

I will do my utmost to use American spellings (even with ‘aluminum’), but hope you will forgive me if I occasionally revert to my native English. You may think the Celsius conversions in temperatures are pretentious and pedantic, and they probably are. It is for the benefit of any new European members who may be struggling with Fahrenheit. If I get bored with the conversions, or am pressed for time, they may well get dropped from a future edition.

I would like to thank Rob Kohn for his sterling work as editor over the last few months and the help he has given me in preparing to produce my first edition. I would also like to thank our copy editor, Beth Renaud. And I must thank my short-suffering wife, Rebecca, for helping me with the tabular matter with this month’s issue. It’s not perfect and we will improve on it for the next issue.

Thanks also to Herb Dershowitz for reminding me just in the nick of time that we needed to publish a ‘Mileage Log’ (See P8) in the Bulletin for the benefit of those who have limited access to internet tools, as I certainly would have forgotten. Because of formatting difficulties and lack of space we have only run the first five months in this edition – enough to get you started – but we will run a full calendar next month.

Editorial and photographic contributions are very welcome. Please e-mail them to me at bulletineditor@nycc.org and the monthly deadline for such submissions is close of play on the date of the monthly club meeting, prior to publication date. Please ensure that you own the copyright of any submitted material and/or that you have written permission from the copyright holder to submit it for publication.

Come March, look out for me and Rebecca in Central Park on our bikes, towing our son, Joshua, (who will be 1 by then) in his trailer. In the meantime, see you on the road – (upright).

Anthony Poole
New York Cycle Club

Club Rides

IMPORTANT: BEFORE YOU TAKE YOUR FIRST CLUB RIDE, PLEASE READ ABOUT CLUB RIDES ON P10.

RIDE LISTINGS: To lead a NYCC ride next month, contact the Ride Co-ordinator (See p2) for that ride class and list it on the club's website, www.nycc.org, and go to ‘Rides’ and ‘Ride Listings’.

ALWAYS WEAR A HELMET AND NO

Unless otherwise stated, precipitation at starting time cancels the ride

January Recurring Rides
Every Wednesday in January

A21 + 50-/ 10:00 AM  Wednesday Morning Spin

Leader: Do you really need a leader to go to Nyack?, Leaders Vary
From: Central Park Boathouse
The Wednesday ride continues all winter. Join us for a fast paced, occasionally group ride. If the weather is good, we go to Nyack. If it's cold we'll cut it short with a destination of Piermont or River Vale. If it's really cold, then it's just laps in the park. The pace is usually fast but there is often a slower group too. We have no silly requirements and you should know what cancels for you.

Every Sunday in January

A17+/1 19 60-75 miles 08:30AM  Westchester Express

Leader: Hajo Thiele, info@MajorcaCycling.com, 914-833-1456
From: Larchmont Train Station
We leave the Larchmont Train Station at 8.30 am. You can take the train from GCT at 7.37 am arriving in Larchmont at 8.12 am; return options are 12.29 pm, and 29 min after every hour thereafter. We will ride nice backroads, which are especially lightly travelled on Sunday mornings, to the Greenwich/Bedford area with minimal stops. This way you will be back on time in the City. We start together, and return together. Nobody will get dropped. No cue sheets. Requirements: the usual, like helmet, pocket food, drinks, metro north bike pass, bike in good condition. Please contact ride leader via e-mail or phone by 8 pm Saturday evening to confirm your participation; if I don't hear from anybody, I will not show up at the train station. PS: I don't ride in rainy weather.

A18-20 50-75 09:00 AM  Hogwich Express

Leader: Todd Brilliant, toddtheracer@yahoo.com, 212-316-9430
From: Central Park Boathouse
This is working. Last month I was able to train some very, very strong folks into riding at a constant effort level. This means fast (and steady) on the flats/downhills, and slow (and steady) on the climbs. No stopping except for our Hogwich at the Runcible. The “experts” tell us to keep the heart rate down in the winter because it means better training. We do it because it just feels so damn good and we aren’t totally trashed for the rest of the day. As always, be self-sufficient, bring whatever you need so as to not bonk, and please know how to paceline (it’s still an A ride). Rain or snow cancels and if it’s below 25 degrees, call me in the A.M.

January Recurring Rides
Saturday, January 01, 2005

B14-18 25-30 11:00 AM  2nd Annual Polar Bears Ride!

Leaders: Marci Silverman, mhsilv@yahoo.com, 646-408-4565; Peter ‘Banana Guy’ Kouletis, pkoule@nycc.rr.com, 917-854-1181
From: City Hall (optional start at Prospect Park, call leader if you plan to join us there)
Happy New Year! Last year’s ride was such a success it’s become an annual event. Join us on the first ride of the new year We’re going to the beach (Coney Island, that is) to see Polar Bears! The polar bears swim club will be meeting on the beach at Stillwell Ave at 1:00 pm for their annual New Years Swim party. We’ll watch them make a splash, followed by lunch at Nathan’s, Totommo’s, or some other place. Bring towel and swimsuit if so inclined. Sunblock probably not necessary. Last year a few members took the plunge -- this year, we’re expecting more! Required: helmet, bike, spares, water, food, human warmth. Cancels: wet roads at start, temps below 20°F (-7°C) at 10 am (NY1). Plentiful bail-outs via Metro Card. Check message board if in doubt.

Saturday, January 08, 2005

A19 55 miles 09:00 AM  Piermont (River Rd/Bradley/Tweed)

Leader: Sue Foster, suefoster@nycc.rr.com, 212-874-1388
From: Central Park Boathouse
If you think this sounds like Richard’s Ride, you’re right, mostly. We’ll ride some hills, make a brief stop in Piermont for hot beverages, then take the flat way (501) home. Temp below 30°F (-1°C) at 8:00, high winds or wet roads cancel. Contact me the morning of before 8:30 if in doubt, preferably by e-mail.

B17ish 40 - 50 09:30 AM  Let the Temperature Decide!

Leaders: Marci Silverman, mhsilv@yahoo.com, 646-408-4565; Colleen Birnstiel, cbirnstiel@hotmail.com, 917-566-8837
From: Central Park Boathouse
Surprise destination – but what does it matter? Depending on the weather we’ll head to either New Jersey or Westchester (for plentiful bailouts.) Easy ride out, brunch at the local diner, then home in time to still have some daylight left. If the weather is unseasonably nice, we can always add a few miles. And if temps are low, you’ll have the option of an easy post-brunch bail-out. Helmet required, Metro-North/subway pass suggested. Cancellations: rain, snow, wet roads, or temperature below 30°F (-1°C) at 8:30 am (1010 WINS or NY1).

Sunday, January 09, 2005

A18 40 miles 09:00 AM  Ridgewood Express

Leader: Peter O’Reilly, ptor@prodigy.net
From: George Washington Bridge, NJ side bike path entrance
Have you tired of riding to Nyack yet? If so, then please join me on this ride into the heart of Bergen County. Our lunch destination is the Pancake House in Ridgewood, NJ. If the line is out the door, which it usually is, we’ll forego it for the Westwood Diner. Precipitation, wet roads or severe wind chill and the ride is cancelled. Consult the club’s message board for updates. Please note the start location. If you are willing, I recommend you send me an email if you will be doing this ride so I know whom to expect. It’s winter season and the less time spent waiting for the ride to start will be appreciated by all. Thanks.

Saturday, January 15, 2005

A18 40 miles 09:30 AM  Best Route to Prospect Park

Leader: Robert Gray, nyarchitect@msn.com, 212-593-0986
From: Central Park Boathouse
Time to revive the Brooklyn sampler series featuring a quick run over to Prospect Park via the Queensboro Bridge, Long Island City, Greenpoint, Williamsburg, and Fort Green. A few laps of Prospect Park, a brief stop in Carroll Gardens after 25 miles to warm up, then Brooklyn Heights, other Williamsburg and Greenpoint, back across the QbB for whatever else you feel like. Wet streets, temps way below freezing, gusty winds will cancel.
**New York Cycle Club**

**A19 55 miles 09:30 AM Winter Ride**

*Leader: Timothy McCarthy, timothymc@earthlink.net, 718-204-7484*

*From: Central Park Boathouse*

The weather calls the shots. If we have a beautiful day, we ride farther, take in more hills; killer cold and we make a bee-line for a diner. Most likely we head for Nyack, but who knows? No cue sheets. The usual adverse stuff cancels. Always check the message board early on the morning of the ride for updates.

**B16 40+ miles 09:30 AM Scarsdale**

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

*From: Central Park Boathouse*

A quick spin to Scarsdale for brunch at the Metro Diner. Bailouts along the way if the weather gets fowl (or the whether gets fowl). Helmets, lunch money, MetroNorth pass, layered clothes appropriate for the weather. Cancels: temps below 32°F (0°C) at 7:30 a.m.; rain, snow or wet roads; winds above 20 mph.

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**Saturday, January 22, 2005**

**A18 40 miles 09:30 AM Best Route to Prospect Park**

*Leader: Robert Gray, nyarchitect@msn.com, 212-593-0986*

*From: Central Park Boathouse*

Time to revive the Brooklyn sampler series featuring a quick run over to Prospect Park via the Queensboro Bridge, Long Island City, Greenpoint, Williamsburg, and Fort Green. A few laps of Prospect Park, a brief stop in Carroll Gardens after 25 miles to warm up, then Brooklyn Heights, other Williamsburg and Greenpoint, back across the QbB for whatever else you feel like. Wet streets, temps way below freezing, gusty winds will cancel. Take a look at the message board or email me to confirm the ride.

**A19 55 miles 09:30 AM Winter Ride**

*Leader: Timothy McCarthy, timothymc@earthlink.net, 718-204-7484*

*From: Central Park Boathouse*

The weather calls the shots. If we have a beautiful day, we ride farther, take in more hills; killer cold and we make a bee-line for a diner. Most likely we head for Nyack, but who knows? No cue sheets. The usual adverse stuff cancels. Always check the message board early on the morning of the ride for updates.

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**January walks and skiing**

**Sunday, January 9, 2005**

**C3 8-12 08:30 AM 11th Annual Great Frozen Foot Expedition**

*Leader: Marilyn & Ken Weissman, mollynina@yahoo.com, 212-222-5527*

*From: Zaro’s Breadbasket, Penn Station, main floor*

At 9:00 a.m., after coffee and snacks we’re off to explore some of mid-and lower-Manhattan’s neighborhoods: Chelsea Market; the east side’s Polish/ Central-European area; a biali bakery on the lower-east-side; Chinatown; possibly a walk across the Brooklyn Bridge to a late lunch at Junior’s on Flatbush Avenue. Subway bail-outs and coffee stops all over the place. Walk takes place in cold, snow, drizzle, wind, etc., only heavy rain or snow—blizzard cancels. Remember, there’s no such thing as bad weather, only inappropriate clothing. As and Bs welcome too.

**Sunday, January 16, 2005**

**C1-2 5-10 08:30 AM Snowshoe SIG**

*Leader: Marilyn & Ken Weissman, mollynina@yahoo.com, 212-222-5527*

*From: 710 West End Avenue (94-95th Streets)*

Snowshoe SIG will meet virtually every Sunday – conditions permitting – through March. As we plan to reach start points by car, e-mail leaders during week to request/offer transport. You’ll need snowshoes, poles, waterproof boots, gaiters, and Stabilicers.

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**Club Event for January**

**Place: Wollman Rink in Central Park**

**Date: Thursday, January 20th, 2005 from 6:30 pm until 9:30 pm**

For a lot of us the thought of jumping on our bikes and doing a quick spin to Nyack is still a few weeks away. But that’s not the whole story. We have to hang around like a bump on a log, either! So grab your ice skates (of course, there are rentals available for those who do not own their own) and let’s meet for a couple of ice-skating sessions in Central Park. Skating in this incomparable New York setting is a relative bargain at $8.50 (add $4.75 if you rent). Lockers are available, so don’t forget to bring a combination lock to stash your stuff. Afterwards, a warm bourbon in the Plaza’s Oak Room is always fun. And for once, cold weather under 30 degrees, or even snowy conditions, does NOT cancel this event. The rink is best accessed by entering the park on the 59th St. and 6th Avenue entrance, then following the path that leads to where the music is playing.
Memories of last January’s frigid weather maybe too vivid, but it’s not too early to go out and get ready for the spring programs, says Patricia Janof

If you are thinking of joining one of our free cycling classes this spring, known as the ‘Sigs’ (Special Interest Groups), look for enrollment information in the February issue of the Bulletin.

In the meantime it’s not too soon to begin thinking about getting in shape for the Sigs. I was reminded of this as I reviewed some of last year’s questions from people interested in joining the C-Sig. In the middle of winter, the last thing most recreational cyclists want to think about is getting on their bikes. Winter is why God invented gyms! So we can work out indoors, in comfort. But the Sigs are really just around the calendar corner. And if you want to give it a try this year, now is the right time to get your bike muscles in shape.

If you can, try to get out and ride as much as possible. There’s nothing better than riding to train for riding! Just dress warmly in layers, with a windbreaker jacket on top. Dress in layers for cold weather – covered knees (tights plus windbreaker pants are good if it’s in the 30s), layered tops with a windbreaker as the outer layer, gloves, something to cover your ears that fits under your helmet, two layers of socks and winter cycling boots or booties to cover your shoes.

Many of you won’t have cycling boots or booties, so try putting plastic bags over your socks inside your shoes or buy Grabber “Toe Warmers”, found at most sporting goods stores. I also like a balaclava to pull over my mouth and nose to prevent cold air from entering directly into the lungs. Keep in mind that even at, say, 40°F (4.5°C), with a combined 20 mph of wind and bike speed, your body perceives a wind chill temperature of 13°F (-10.5°C).

The five major muscles used in cycling are the quads, hamstrings, calves, hip flexors and gluteus (ok, buttocks). If you have access to a gym, the leg press, leg lift and hamstring curl machines are great for building leg muscles. Aerobic exercise on the treadmill or elliptical fitness cross-trainer will build lung capacity. At home, you don’t need special equipment to do squats, lunges, calf raises, pushups and crunches to strengthen your legs, arms and lower back muscles.

After your muscles are warmed up, don’t forget to gently stretch. If you are on your bike or doing another form of aerobic exercise and take a short breather, stretch before resuming. And stretch when you finish exercising, whether it is aerobic or strength training. To me, the most important muscles to stretch are the hamstrings, which hamstrings are a common source of lower back pain. But each body is different. Try to stretch all the major muscles, but give particular attention to any that seem tight. I can promise you that any effort you consistently put in now will be well rewarded when the Sigs start.

Time to prepare for ‘Sigs’

NYCC now owns two bike cargo boxes that will allow you to bring your bicycle on to an airplane. The boxes measure 30” x 47” x 10” and come with wheels. They are available for rent by club members for $25 per week. There is a non-refundable reservation fee of $25, which will be deducted from the final cost of the rental. A pedal wrench is included as well as instructions on how to pack your bike. To reserve a box please call Joanne McGarry, 212-505-2755, or e-mail: Joanne.McGarry@mail.co.nassau.ny.us
Cycling highlights of 2004

Judging from the impressive array of photographs that have come my way and the ones that have already been published in the Bulletin, as well as the many splendid picture diaries we saw on the website last year, NYCC members enjoyed a good cycling year in 2004, despite Escape New York being a total wash out. Let’s hope that 2005 will be every bit as good, if not better. Here is a personal selection from the scores of photographs that you sent in. Please accept my apologies for displaying a bit of nationalistic pride on the way to Montauk this year. Congratulations Marci Silverman for her splendid Halloween outfit, Hank Schiffman for his achievements on Whiteface Mountain, those who rode over the French Alps, the 9W clean-up teams, Anthony Donato for his climbing in Montana and thanks to every bar that served an NYCC member in 2004.

The Ed
W e're back for our grand finale! Yes, sad to say this will be our last column. Work requirements will take us to the Arctic Circle to observe the mating rituals of indigenous mammals and unfortunately, it will be tough catching the dirt from such a distance. Actually, it's been tough catching the dirt living right here. But we digress; let's partake of the holiday season dirt.

As co-leader on Fred Steinberg's Old Indian Ride in late October, Ron Roth had to bail out on his leader responsibilities after he rounded the first stanchion of the GW Bridge, stepped on the pedals, heard a dreadful sound and felt his bicycle skid to a wrenching stop.

Looking down, he discovered that a rear wheel failure with a flying spoke had embedded the rear derailleur of his carbon fiber Trek into the spokes. Ride over?

Ron, not one to waste time, wanted to get his bike directly to the Bicycle Workshop in Tenafly, NJ, to begin the repair process ASAP. He used assorted debris found along the walkway (old tape, a ripped fan belt, etc.) to rig the bike so he could walk it to Tenafly. As he trudged along Hudson Terrace, resigned to walking the distance, yet hoping a sympathetic SUV driver might come to the rescue, providence intervened in the form of Ironman Jay Borok, a 'Sig'-mate of Ron's from the 2000 A-Sig Classic.

With Jay's tools they removed the rear derailleur and rigged the bicycle so Ron could confidently coast on it. Then Jay suggested that Ron take a spare tube, loop one end over Jay's seat post and the other around his wrist while gripping the bar in such a manner as to allow a quick release of the tube if things got dicey.

The first stretch and snapback of the tube almost resulted in Ron's rearending Jay's back wheel, but they quickly got used to the stretch/snapback routine and Jay was able to tow Ron the whole way to the bike shop. This included towing him up the hill on Hudson Terrace, as well as the short hills leading up to the top of East Clinton.

By the time they arrived in Tenafly, the pair felt quite adept at the process and negotiated through traffic like experts. Kudos to Jay, for his skill and willingness to sacrifice a ride to help a friend. By the way, Jay thinks he may have found a new method for building climbing power!

Jeff “El Jefe” Vogel and wife Margaret Cipolla, being the inveterate travelers that they are, are touring around the Far East this winter. It seems they hit a spot of trouble in China with four days to go before their 30-day visa expired. The Chinese government prohibits foreigners from extending their visa until they have five or fewer days to go. They had heard getting the first extension was not a problem, so they weren’t worried. All they had to do was go to the office that handles this, the ‘PSB’.

After visiting a few PSBs in various cities – some separated by overnight train rides – they were told to return to their hotel in that night’s city (Xiamen) where someone could fill out a form which they then had to return to the PSB. With Jeff and Margaret’s understanding of Chinese being what it is, this didn’t come through very clearly at the time, so they insisted the clerk at the PSB call the hotel to explain.

That’s when all heck broke loose. The clerk at the hotel told the PSB they couldn’t sign such a form. Our heroes returned to the hotel where, later, they got a knock on the door. A woman from the hotel was saying something that sounded like a problem, but they had no idea what it was. Finally, the woman wrote down what she was trying to say in English: “The hotel can not leave you.” That didn’t sound good at all. They were still required to return to the PSB.

That’s when all the complications in the requirements will take us to the Arctic Circle. Jeff and Margaret, still without a visa, checked into their hotel in the sender’s city. As they trudged along Hudson Terrace, resigned to walking the distance, they didn’t disappoint. They set the tone, and the rest of us followed. The dance floor was full, so full in fact we had a hard time keeping track of who was dancing with whom.

If anyone saw anything interesting going on that we might have missed, please pass along the details. Aside from the dancing, the food was great, the crowd was upbeat, and big thanks are due to special events co-ordinator Dave Sadowski for planning the whole thing.

Also at the party, club president Stan Oldak announced the winners of the annual awards. Best wheel to follow in a pelacene once again went to our esteemed webmaster and fastest flat fixer, Timothy McCarthy. No wonder Tim's rides are so popular. Best man and best woman in lyra went to Rich Ramone and Pam Nelson, respectively. We wonder, Pam and Rich, do you plan your rides and outfits together?

That's it for this month, and that's it for us. It's time for us to mount up Etoain Shrdlu’s Colnago/Catamoran. Wish us luck in the cold. We'll be thinking of you, and if we hear of any good dirt from our distant shores we may just surprise you with a guest appearance when you least expect it. So, don't feel too safe. There are always eyes and ears watching for dirt. Until then, happy trails and ride safe.

Editor's Note: If you want to see this column continue, we need a new editor/s. It has been a very popular and occasionally controversial column in the past, but it seems to be well-liked within the club, but it can only continue with a new editor.

If you are interested in taking this on and can relay some amusing anecdotes from your rides, or about members and cycling-related events generally, please e-mail me at bulletinineditor@nycc.org – anonymously if you prefer – using an e-mail address that does not identify the sender.

If there is more than one person interested that would be great. Thanks.
Your 2005 personal mileage log

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A full calendar year will be published in next month's edition. We apologise for not publishing the full year in this issue.
Fun at the Holiday party

Scenes from another successful Holiday Party enjoyed by NYCC members.
If you’ve missed this event thus far, look out for notices about the 2005 party and be sure to make it a date.

Pictures by: Fred Steinberg

Tara Moser and Mark Loftis [That doesn’t look like a glass of Gatorade to me – Ed!]

Book Review

_Bicycle_ by David V. Herlihy

Reviewed by Anthony Poole

If you have any hard-earned cash left after the annual winter Holiday binge and don’t want to spend it on a bike, or bike-related equipment and clothing, you might consider spending a few bucks on a new book on the history of the bicycle.

_Bicycle_ by David Herlihy gives an interesting account of the history of the modern bicycle, from the various forms of velocipede (a derivation of velocity and foot) and the Draisine, the latter of which was named after its inventor, Karl von Drias, to the first bicycle with pedals and cranks, regarded as the first modern bicycle.

The first part of the book, ‘The Pre-History’, has three chapters devoted to the development of the precursors to the modern bicycle. It also recounts the futile attempts by developers and retailers to win the public over. One such public exhibition of a form of velocipede occurred in May 1919 in a specially constructed velocipede rink, sited somewhere near Bowling Green in downtown Manhattan. The exhibits were shipped in from England.

Part Two: ‘The Boneshaker Era’ describes the breakthrough in coming up with a mechanical propulsion system involving pedals and cranks, invented by Pierre Michaux of Paris in 1867. Michaux’s machine retained the name velocipede and quickly gained short-lived popularity all over Europe and America. In one of the many illustrations in the book, Michaux’s velocipede is seen being used by a bull fighter in Barcelona.

Part Three: The ‘High Wheel’ Era covers the move towards large front wheels. By 1869, the velocipede was championed by only a handful of enthusiasts, including racers and manufacturers, although the number of makers was in decline. This form of transport was entirely hand built, just like the best bicycles of today.

It was the mid 1870s when the so-called ‘high-wheeler’ emerged in Britain, attracting those keen on promoting bicycle racing. Herlihy charts its rise and fall, with concerns over safety limiting the popularity of the ‘high wheeler’.

The next technical breakthrough was the drivechain, linking hub, pedal and crank to the back wheel and the invention of the pneumatic tire, which led to the bicycle boom of the 1890s.

The boom’s legacy included the birth of the aviation industry. Before the Wright brothers took to the air, they had established a successful retail bike and repair shop in Dayton, Ohio. The brothers even designed and built their own bicycles. The profits from the dealership, as well as a lot of the technology were sunk into their first plane, the Kitty Hawk.

The last part of the book deals with 20th Century development. This is a good read for those who are historically inclined, but if your passion for cycling is centred on the modern sport of road racing or mountain biking, this book is probably not for you. It is beautifully and generously illustrated, which include several newspaper and satirical cartoons, depicting a positive side of riding velocipedes, as well as the hazards, with many mocking those who insisted on pursuing the activity. It also includes a beautiful impressionist painting, _The Chalet of the Bicycle in the Bois de Boulogne_, by Jean Béraud, painted in the 1890s.

_Bicycle_ is published by Yale University Press, price: $35 in the US and £20 in the UK.
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 level at 15 mph cruising speed — see chart). Our rides are described by pace and style because it's more fun when the group is of similar ability. We ride for fun, fitness, and food.

RIDE LEVEL indicates the type of riding. See chart (right). CRUISING SPEED indicates the ride's speed on flat terrain. AVERAGE RIDING SPEED over rolling terrain is 3mph less than cruising speed. This will vary plus or minus 1mph, 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 for 10 minutes straight on a flat terrain. Expecting the driver to blast his horn to pass you is a false assessment.

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 derailleur working well, tires pumped to the pressure specified on the sidewall. Eat a nutritious breakfast. Bring a spare tube, tire levers, patch kit, pump, water, snacks, money, medical ID, emergency phone numbers. We also suggest lock and railroad pass. Leaders may specify other items in their ride listings.

BIKE PASSES are always required on Metro-North and the LIRR. Bike passes good for both Metro-North and the LIRR are available at Window 27 at Grand Central or any window at Penn Station, or by calling (212) 499-4394 or (718) 558-8228 or by visiting http://www.mta.nyc.ny.us/mnr/pubs/bicycle.htm for a printable application form to mail in.

BIKE TRAINS: On Saturdays and Sundays, Metro-North has scheduled specific trains to and from Grand Central to accommodate large groups of cyclists. Bike trains are indicated by a bicycle symbol on the printed Metro-North timetables. Schedules change frequently. Visit http://www.mta.nyc.ny.us/mnr for the latest schedule. Metro-North requires prior notice for large groups (16+) on scheduled Bike Trains and groups of three or more cyclists on a regular train. When submitting a ride involving train travel, please e-mail details to our MetroNorth liaison, George Kaplan, at gkaplan4@nycc.rr.com and give him plenty of notice.

CRUISING CENTRAL PARK SELF TEST

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I’m a “good person!”
Reflections of a New York bicycle commuter

By Carol A. Wood

It had been a hellish week of bike commuting, what with the rain and a higher-than-usual incidence of driver aggression. Wednesday was particularly bad: a short trip to the Upper West Side from Midtown had me nearly sideswiped by two buses in succession on Park Avenue, and I won’t go into the trip down Columbus Avenue in the dark. But at least that swinging cab door missed me.

Thursday morning’s ride to work wasn’t looking much better. On Water Street, a long accordion bus pulled directly in front of me, the driver giving me a dirty look and forcing me to an abrupt halt. I was pretty spooked by the time I got to Old Slip. Was there nothing but maniacs in the world?

Stopped at the intersection, I saw a heavyset guy using metal hand braces begin his perilous journey in the crosswalk. He was making good time for someone walking with crutches, but it was clear that the light would change before he reached the relative safety of the sidewalk. An orange commuter bus from Queens — that line known for its drivers’ impatience — was stopped at the light. I cringed, expecting the driver to blast his horn the second the light turned green. Can you have a Critical Mass with just one bike? I swung around and blocked the southbound lane crosswise with my bike. The traffic light changed, my guy kept up his stride, and no one honked. What a relief.

Just then, the driver of a northbound van leaned out of his window, pointed at me and yelled. I rolled my eyes, thinking: ‘I’ve really had enough of this.’ Finally, my guy reached the sidewalk, I rolled toward the curb, and heartless traffic swallowed up the street once more.

As I reached my parking garage, I realized what the van driver was saying to me.

“You’re a good person.”
Bike shops offering discounts to NYCC members

Remember to clip the membership card below and present it at the store to receive your discount.
Tuesday, January 11, 2005

Off season fitness, Centered riding, Improved bike handling,
Getting & Staying in “bicycle” shape during the off-season

If you don’t show up for these programs, please don’t complain about your lack of fitness at the start of the 2005 season. And if you do show up for these presentations and are still unfit, we don’t want to hear it.

Who trains the trainers? Scot Willingham. And he’s willing to share his secrets with you on how to stay in shape during the off season if you’re not willing to drag yourself out in the cold. He’ll also focus on the principles of bike handling. This is what it’s all about for the cyclist at any level – riding better, easier, faster and with more confidence.

In December, SIG leaders experienced special training from Scot and now he will share with you what they learned. Scot Willingham, CPT, ACSM -- A passionate cyclist with over 20 years experience in cycling & fitness: riding, racing, touring, training, teaching, and coaching. Scot is an American College of Sports Medicine Certified Personal Trainer and a USAC Expert Level Coach. He is author of The Cyclist’s Off-Season Workout and other fitness-related articles and handouts. Scot has also produced fitness DVDs and lectures on the subject. He is founder and president of Shank Productions, a company that promotes personal fitness for all individuals, no matter what the physical level or activity interest. Scot offers personalized attention and facilitation, emphasizing conditioning that balances out each client’s movement patterns. His approach maximizes inner core strength so individuals achieve lasting fitness goals.

What could be a better time to set your focus on fitness for the season ahead? Whether you’re an A, B or C rider, the tips provided can be utilized by everyone for safe and fun riding.