



CYCLING VIETNAM,  
1993 & 2006:  
A DIFFERENT COUNTRY!

An exotic winter vacation destination

Jay Jacobson

# PRESIDENT'S MESSAGE

**My term as President is up and I am unable to run again due to work commitments.** I want to thank all the members of the 2006 Board – it's a terrific group of people and I've thoroughly enjoyed the dialog during Board meetings. I also want to thank everyone who volunteers for the club. This year we topped 2000 members – I think for the first time. It isn't easy to run such a large organization with volunteers. In addition to ride leaders and Board members, we have many others who volunteer behind the scenes: Gabriella sends out the e-weekly; Bob keeps the membership database; Peter maintains the website; Marci handles all our merchandise; Eva does the bulletin mailings; Joanne takes care of the bike cases; Susi and Katie chaired the ENY committee, and all the people who helped out on ENY this year; Lynn, Stan and all the others on the SIG Scholarship committee; and many others who help out when called upon. **If you haven't volunteered for anything this year, aren't you just a little jealous of those who did?** Don't you want to be part of the fun? *Stay tuned... the new Board is going to make it easy for you to volunteer.*

Have a safe and healthy winter, and if the weather's as good as last year, I'll see you on the road.

Carol Waaser

## 2007 NYCC BOARD ELECTION RESULTS

Thank you for voting in the annual NYCC elections. The following have been elected to the 2007 Board:

**Jeff Terosky**, President  
**Debbie Rothschild**, VP Programs  
**Reginald Johnson**, VP Rides  
**Ellen Jaffe**, Secretary  
**Kim Jenkins**, Treasurer  
**Claudette Lajam**, Public Relations  
**Hal Eskenazi**, Special Events  
**Neil Botwinoff**, Membership  
**Kay Gunn**, B-Rides Coordinator  
**Scott Wasserman**, C-Rides Coordinator  
**Kevin Ley**, Bulletin Editor  
**Timothy McCarthy**, Webmaster

The position of A-Rides Coordinator was open at the time of the election. Since then, **Terry Hildebrandt** has stepped forward to fill that position, and the Board will formally appoint him at the December Board meeting. [*Thanks, Terry, Ed.*]

**The changes to the NYCC By-laws were approved.** Please note that some inconsistencies in the By-laws have been pointed out. The incoming Board will take up the issue of correcting them.

## NYCC Board of Directors



President  
**Carol Waaser**  
president@nycc.org



VP Programs  
**Annaline Dinkelmann**  
annalinedinkelmann@att.net



VP Rides  
**Fred Steinberg**  
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Secretary  
**Ellen Jaffe**  
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membership@nycc.org



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jeffrey\_terosky@hotmail.com



B-Rides Co-ordinator  
**Reginald Johnson**  
rabjohnson@optonline.com



C-Rides Co-ordinator  
**Scott Wasserman**  
swrides@earthlink.net



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## NYCC Bulletin

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Subscriptions: Free to NYCC members. If you don't receive your bulletin on time, have a change of address, or any other questions about your membership, please contact Barbara Spandorf at membership@nycc.org. Include your name and full address in your message.

Mailing Service: Thanks to our Mailing Party volunteers. Contact Eva Wirth at ewith@yahoo.com to volunteer for the next mailing.

Printing: Boro Park Graphics, Inc., Brooklyn, NY (718) 774-6837.

Ads: Only bicycle related advertising is accepted. Only digital files will be accepted (contact Editor for more information). Page size is 7.5 by 10 inches.

Ad rates: Full page, \$275. Half page, \$150. Quarter page, \$85. Eighth page, \$50. Bottom blurb, \$45. Frequency discounts available.

Submissions: Email your text and/or photos to bulletineditor@nycc.org

Please proof-read your submissions carefully. Submission is contributor's warranty to the NYCC that material is in no way an infringement on the rights of another and may be published without additional approval. Publication is determined by available space. We cannot guarantee that all submissions will be published. A full page of text is 750 to 1,090 words. Material may be edited for brevity and clarity.

Deadline: All submissions and advertising are due to the editor by the second Tuesday of each month prior to publication. Sorry. No exceptions.

File format: Only digital files will be accepted. Image files must be TIFF, EPS, or JPG format. Text files can be in text or .txt format. Please do not send huge attachments without contacting the editor first.

### January bulletin deadline

All articles, announcements and advertising are due by Tuesday, January 9th.

Address all correspondence to: bulletineditor@nycc.org

# This Year's Holiday Event!

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Tuesday  
December  
12, 2006

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Gonzalez y  
Gonzalez  
625 B'way  
just north  
of Houston  
Street.

\$45 pp.  
7-10pm

We are going to celebrate the holidays in grand style this year. The club has booked the festive Mexican roadhouse Gonzalez y Gonzalez in Noho to spice things up for our annual celebration. In addition to providing fantastic Mexican cuisine, we'll have a cash bar (Margaritas and/or Coronas anyone?), and exclusive use of Gonzalez' party room. Of course, we have engaged a rockin' live band for your listening and dancing pleasure (And we got some real pros this year). **All this and the cost is only \$45 per person.** Please go to active.com to register and reserve your spot. Our annual Holiday Party is always a very popular event and this year promises to be the best ever, so please don't wait until the last minute as we wouldn't want you to be left out in the cold!

For those unable to register via active.com, you may send a check in the amount of \$45, made payable to "NYCC" – **Please do NOT make the check payable to "David Sabbarese," thank you** – to David Sabbarese / 615 E 14th St, #11B / New York, NY 10009. All checks must be RECEIVED before Sunday, December 10th. For those who wish to come the evening of the party w/o pre-paying, we will be able to accommodate some additional members for \$50 per person, payable in cash at the door.

[http://active.com/event\\_detail.cfm?event\\_id=1381427&bgcolor0=EEEEEE&bgcolor1=EEEEEE&affiliate=0](http://active.com/event_detail.cfm?event_id=1381427&bgcolor0=EEEEEE&bgcolor1=EEEEEE&affiliate=0)

# NYCC ride listings guide

**NYCC rides** are led by volunteer leaders. The leaders plan the route and maintain the listed speed. We list rides by level and cruising speed classifications in order to help members find rides in groups of similar ability. The pace and style of the different levels may vary, but rides all share the common objective of riding for fun, fitness and food.

**Ride classifications** All rides are classified according to level and cruising speed. The levels are as follows:

<b>A</b>	Fast, vigorous riding with advanced bike handling and paceline skills required. Stops every 2 hours or so.
<b>B</b>	Moderate to brisk riding with attention to scenery. Stops every hour or so.
<b>C</b>	Leisurely to moderate riding at a gentle pace. Sightseeing and destination oriented (a good introduction to the club). Stops every half-hour or so.

A number following a letter indicates the target cruising speed on flat roads: e.g. **B15** = B level at a 15 mph cruising speed. Cruising speed indicates the ride's speed on flat terrain. Average riding speed over rolling terrain is generally 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 cruising speed by timing yourself on a four-lap ride of the complete oval in Central Park (24.4 miles). Ride at a comfortable, sustainable pace. Fewer than four laps will give a false assessment. Find your time below and note the cruising speed.

Four lap time	Cruising speed
1:10 or less	22+ mph
1:10 to 1:13	21
1:13 to 1:16	20
1:16 to 1:20	19
1:20 to 1:25	18
1:25 to 1:30	17
1:30 to 1:38	16
1:38 to 1:48	15
1:48 to 2:00	14
2:00 to 2:14	13
2:14 to 2:30	12
2:30 to 2:50	11

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

## 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 (listed below) by the second Tuesday of the month before you want to lead your ride.

**A-rides**  
Jeff Terosky  
a-rides@nycc.org

**B-rides**  
Reginald Johnson  
b-rides@nycc.org

**C-rides**  
Scott Wasserman  
c-rides@nycc.org

Lead enough rides during the year and you qualify for a special prize (given out in December):

**3 rides** = NYCC water bottle

**6 or more rides** = NYCC t-shirt

**12 or more rides** (1st time) = NYCC Ride Leader's vest (you can't buy one of these—you have to *earn* them).

**12 or more rides** (2nd time) = any club garment of your choice.

**PLEASE NOTE** Metro-North requires prior notice for large groups (16 or more) on scheduled Bike Trains (Bike Trains are indicated by a bicycle symbol on the printed Metro-North time-tables) and groups of three or more cyclists on a non-bike train. When you submit a ride involving Metro-North to a ride coordinator, at the same time shoot an email off to our trusty Metro-North liaison, Hank Schiffman, at [hshiffman1@nyc.rr.com](mailto:hshiffman1@nyc.rr.com). He will manage all the details but he can not do it on a piecemeal, last minute basis.

## Bicycles and trains

**Bike trains** On Saturdays and Sundays, MetroNorth 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 printed MetroNorth timetables. Schedules change frequently. There are no Bike Trains on holidays. Refer to the NYCC roster for restrictions which apply at other times.

**Bike passes** are always required. Bike passes are available at Window 27 at Grand Central or by calling (212) 499-4394 or (718) 558-8228 for an application. Also try [www.mta.nyc.ny.us/lirr/pub/bicycle.htm](http://www.mta.nyc.ny.us/lirr/pub/bicycle.htm)

**Schedules** Here are some commonly used departure and return times for weekends effective 1 October 2006 through 31 March 2007. Contact Metro North for the most current and complete schedules at: [www.mta.nyc.ny.us/mnr](http://www.mta.nyc.ny.us/mnr)

### HUDSON LINE

depart	arrive
<b>GCT/125th</b>	<b>Poughkeepsie</b>
7:51/8:02 am	9:46 am
8:51/9:02 am	10:46 am

depart	arrive
<b>Poughkeepsie</b>	<b>125th/GCT</b>
3:33 pm	5:10/5:21 pm
4:33 pm	6:15/6:26 pm
5:33 pm	7:10/7:21 pm
6:33 pm	8:15/8:26 pm

### HARLEM LINE

depart	arrive
<b>GCT</b>	<b>Brewster</b>
7:48 am	9:10 am
8:48 am	10:11 am

depart	arrive
<b>Brewster</b>	<b>GCT</b>
5:10 pm	6:35 pm
6:10 pm	7:34 pm
7:10 pm	8:34 pm
8:10 pm	9:34 pm

### NEW HAVEN LINE

depart	arrive
<b>GCT</b>	<b>New Haven</b>
8:07am	9:54 am
9:07am	10:52 am

depart	arrive
<b>New Haven</b>	<b>GCT</b>
3:53 pm	5:40 pm
4:53 pm	6:40 pm
5:57 pm	7:40 pm
6:57 pm	8:40 pm

# November ride listings

## Recurring rides

To keep abreast of any last minute changes, always check the ride listings on the website at <http://www.nycc.org/ridesub/view/ridelisting.aspx>

### Wednesdays

**A20+ 45-50 9:00 am**

**The Ride to Grant's Tomb**  
December 6, 13, 20

Leader: Colleen Conway  
[conwayco@shu.edu](mailto:conwayco@shu.edu), 212 665-096; David Carr

From: Grant's Tomb (122nd & Riverside)

Non-stop round-trip from Grant's Tomb, but don't worry, we won't just go around the Tomb. Route varies because I get bored with the same thing every week, but we'll always go over the bridge and aim for 45-50 miles with some hills. No cue sheets.

### Sundays

**A20+ 45-50 9:00 am**

**Hogwich Series**  
December 3, 10, 17, 24

Leader: Todd Brilliant, 646 651-9760

From: George Washington Bridge, NJ-side bike path entrance

The original idea behind this series was to provide motivation to get out the door during some really nasty winter conditions. We rode long steady base miles with minimal stops to help us keep some level of fitness over the winter. The idea was never to ride hard or become competitive in any way. We stopped for hogwiches in Nyack.

Let's try again this winter. However, this year there will be a non-stop option and a Nyack stop option. Most weeks I won't be stopping, but I'm sure there'll be folks who want to stop and then that group can ride back together.

Every week I'll try to introduce something new to the ride, but like in years past there will be no maps. Therefore, my only request is that riders be able to maintain the listed pace and be self-sufficient.

We also leave on time. The non-stop riders will be back at the Jersey side of the bridge no later than 11:30 to Noon.

Rain and temps. generally below 25° F usually cancel the ride.

## Club rides

### Saturday, December 02, 2006

**B15 35+/- mi 9:00 am**

**Piermont Pleasure**

Leaders: Tonya Johnson, [bikintonya@yahoo.com](mailto:bikintonya@yahoo.com), 718-828-5309; Reginald Johnson, [rabjohnson@optonline.net](mailto:rabjohnson@optonline.net), 917-825-0952

From: George Washington Bridge, NJ-side bike path entrance

Join us for an enjoyable spin to Piermont. The route will depend on the group and the weather (warmer = more miles; colder = less miles). Temperatures below 32 degrees at 8am, precipitation, and/or wet roads cancel the ride. Check the message board for updates.

### Sunday, December 03, 2006

**A18-20 50-60 mi 8:30 am**

**Hogwich Series Ride #1**

Leader: Todd Brilliant, 646 651-9760

\*For details, please see the full listing in recurring rides.

### Wednesday, December 06, 2006

**A20 45-50 mi 9:00 am**

**Ride to Grant's Tomb**

Leaders: Colleen Conway, [conwayco@shu.edu](mailto:conwayco@shu.edu), 212-665-0964; David Carr

From: Grant's Tomb (122nd & Riverside)

\*For details, please see the full listing in recurring rides.

### Saturday, December 09, 2006

**B15 44 mi 9:00 am**

**La Boqueria**

Leaders: Kay Gunn, [kgunn@ndci.com](mailto:kgunn@ndci.com), 646-509-5034; Ellen Jaffe, [ellen@ellenjaffe.com](mailto:ellen@ellenjaffe.com), 212-966-7206

From: Fort Lee News Bar (NJ side of GWB)

A trip to La Boqueria in Nyack via River Road, 9W, Clausland, Tweed, and Bradley. We'll reward ourselves for our great hill climbing with some nice coffee and Spanish food. Then we'll head back to the GWB via 501.

The Fort Lee News Bar is located at 140 Main Street in Fort Lee, NJ. Turn left on Hudson Terrace after exiting the bridge, go thru the light, then take a right at the yield sign onto Main street (where you would otherwise go left down the hill to

River Rd). The cafe will be on your left. Show up for coffee and a bathroom break early, then be ready to ride at 9 sharp.

**B n/a ~6+ 8:45 am**

**Cross Training - Climbing Diamond Mountain**

Leader: Leaders: Marilyn & Ken Weissman, [mollynina@yahoo.com](mailto:mollynina@yahoo.com), 212 222-5527

From: 710 West End Avenue (94-95th St.)

The 12th annual non-technical climb over Diamond Mountain, an easy Harriman State Park hike, with New York City views from the top, plus a well earned picnic lunch at the NYCC's private - well, semi-private - Pine Meadow Lake overlook.

The hike also features a gorgeous cascading mountain stream as well as a climb up the Cascade of Slid. Bring lunch, trail mix or snack food, and lots of water; there are no stores or facilities. Call leaders to reserve a seat in our car or to offer seating in your car.

Rain cancels. We hike in cold weather or snow conditions.

### Sunday, December 10, 2006

**A18-20 50-60 mi 8:30 am**

**Hogwich Series Ride #1**

Leader: Todd Brilliant, 646 651-9760

\*For details, please see the full listing in recurring rides.

**A20+ 55 mi 8:00 am**

**Constitution Day**

Leader: Jeff "El Jefe" Vogel, [jeffvgl@yahoo.com](mailto:jeffvgl@yahoo.com)

From: ThaPai Gate

Is having a national holiday named "Constitution Day" an oxymoron when there's been a military coup? Let's celebrate anyway by doing the "Samoeng Loop". It has an easy, flat warmup; a perfect, flat cooldown; and 4,500 feet of climbing in the middle 25 miles. Guaranteed morning temperature of about 60°, climbing to the mid 70's. There will also be a slower, flatter ride leaving at the same time. Som Tam, Khao Soi, and Beer Chang, courtesy of the leader, at the end of the ride. This is a joint ride with the Chiang Mai Cycle Club. Contact the leader to confirm or if you have questions about riding anywhere else in northern SE Asia.

**C14**                    **40 mi**                    **9:00 am**

**Hawtree Basin**

Leaders: Josh Gosciak, joshgo@awild.com;  
Alfredo Garcia, cyclistxxiii@yahoo.com

From: Donut Plant (Essex & Grand, Lower East Side)

We'll head over the Willy B through industrial Williamsburg and then onto scenic Myrtle Avenue to Forest Park, Queens, Hawtree Basin, Broad Channel, and circle around Jamaica Bay. Return via Greenway and Bedford, and back over the bridge.

**Wednesday, December 13, 2006**

**A20**                    **45-50 mi**                    **9:00 am**

**Ride to Grant's Tomb**

Leaders: Colleen Conway, conwayco@shu.edu, 212-665-0964; David Carr

From: Grant's Tomb (122nd & Riverside)

\*For details, please see the full listing in recurring rides.

**Saturday, December 16, 2006**

**B16**                    **50-60**                    **9:30 am**

**Jay's LoHud Series/West Bank Vistas**

Leader: Jay Jacobson, joanandjay@aol.com, 845-359-6260

From: Central Park Boathouse

Piermont, Nyack and/or Rockland Lake via interesting route(s) such as RioVista/Esplanade, County/Piermont Roads, Tweed, Bradley, Crusher/Christian Herald, River Rd, The Upper Nyack park/Hook Mountain Trail and the newly paved Orangetown Trail. Specific route will be determined by wishes and abilities of group. A brief visit to a mini cycling/touring museum may be included.

**Sunday, December 17, 2006**

**A18-20**                    **50-60 mi**                    **8:30 am**

**Hogwich Series Ride #3**

Leader: Todd Brilliant, 646-651-9760

From: George Washington Bridge, NJ side bike path entrance

\*For details, please see the full listing in recurring rides.

**C13**                    **45 mi**                    **8:40 am**

**Scarsdale**

Leader: Scott Wasserman, swrides@earthlink.net, 914-723-6607

From: Central Park Boathouse

Ride through various Westchester towns to get to this land of high property taxes,

eating lunch at a deli in Scarsdale. There's plenty of opportunities to take a train back in case of one of those sudden snow squalls.

**Wednesday, December 20, 2006**

**A20**                    **45-50 mi**                    **9:00 am**

**Ride to Grant's Tomb continued**

Leaders: Colleen Conway, conwayco@shu.edu, 212-665-0964; David Carr

From: Grant's Tomb (122nd & Riverside)

\*For details, please see the full listing in recurring rides.

**Saturday, December 23, 2006**

**C12**                    **25-40 mi**                    **9:00 am**

**Filipino Pastry – American Chocolate Tour**

Leaders: Alfredo Garcia, cyclistxxiii@yahoo.com, 646-312-1677; Phil Goldberg(er) 5BBC Countepart Leader

From: Staten Island Ferry, Manhattan Terminal

"Ride, eat, and bring back something" trip. Shop for chocolates at Superior Confections, Staten Island. Cross Bayonne Bridge to a Jersey diner for lunch. Ride to Christine's Bake Shop, for delicious Filipino pastries to take back. We'll either head to Staten Island or Hoboken, depending on the group Note: be prepared to ride continuously. Bring \$ for foodstuffs, a lock, pannier or musette. Terrain: some hills, busy traffic, bumpy roads, one bridge. Co-listed with 5BBC. Extreme cold, ice, snow, rain cancels.

**Sunday, December 24, 2006**

**A18-20**                    **50-60 mi**                    **8:30 am**

**Hogwich Series Ride #4**

Leader: Todd Brilliant, 646-651-9760

From: George Washington Bridge, NJ side bike path entrance

\*For details, please see the full listing in recurring rides.

**Monday, January 01, 2007**

**B13-18**                    **25-30**                    **10:30 am**

**4th Annual Coney Island Polar Bears All-Class Ride!**

Leaders: Marci Silverman, mhsilv@yahoo.com, 646-408-4565; Alfredo Garcia, cyclistxxiii@yahoo.com, 646-312-1677; Peter "Banana Guy" Kouletsis, pkoule@nyc.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! Previous rides were 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 1:00pm for their annual New Year's Swim party. We'll watch them make a splash, followed by lunch at Nathan's, Tototonno's, or some other place. Bring towel and swimsuit if so inclined. Sunblock probably not necessary, although you never know. Several members took the plunge to ring in 2006 – this year, we're expecting more! At Alfredo's suggestion, triathlon option may be available. Required: helmet, bike, spares, water, food, human warmth. Cancels: wet roads at start, temps below 20° at 10 am (NY1). Plentiful bail-outs via Metro Card. Check message board to confirm time or if in doubt.

# 2007 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 NEGLIGENT RESCUE OPERATIONS, AND I FURTHER AGREE that if, despite the RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT I, or anyone on my behalf, makes a claim against any of the Releasees, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE RELEASEES from any litigation expenses, attorney fees, loss, liability, damage, or cost which may incur as the result of such claim. I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED FREELY AND WITHOUT ANY INDUCEMENT OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW AND AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID THE BALANCE, NOTWITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT.

**Check one:** ☐ Individual, bulletin mailed: \$24  
☐ Individual, bulletin online: \$19

☐ Couple residing at the same address, bulletin mailed: \$30  
☐ Couple residing at the same address, bulletin online: \$25

**Check one:** ☐ New ☐ Renew ☐ Address change

Date: \_\_\_\_\_ Check Amount: \_\_\_\_\_

**Check one:** ☐ Send me the print bulletin by mail

☐ Save the postage (and other expenses). I'll collect the NYCC Bulletin on line.

**Check (if applicable):**

☐ Do not print my

☐ Address ☐ Phone ☐ Email in the NYCC roster.

☐ Do not print my partner's

☐ Address ☐ Phone ☐ Email in the NYCC roster.

Name: \_\_\_\_\_ Email: \_\_\_\_\_ Signature \_\_\_\_\_

Partner: \_\_\_\_\_ Email: \_\_\_\_\_ Signature \_\_\_\_\_

Address: \_\_\_\_\_ Apt. \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip (required): \_\_\_\_\_

Day tel: \_\_\_\_\_ Night tel: \_\_\_\_\_



**New York Cycle Club, P.O. Box 4541  
 Grand Central Station, New York, NY 10163  
 New York, NY 10023**

**Checks payable to New York Cycle Club (take 6-8 weeks to clear)  
 You may also register on line at [active.com](http://active.com):  
[www.active.com/event\\_detail.cfm?event\\_id=1025985](http://www.active.com/event_detail.cfm?event_id=1025985)**

## Bike cargo boxes available for rent

NYCC now owns two bike cargo boxes that will allow you to bring your bicycle on an airplane. The boxes measure 30"x47"x10" 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:  
[jmcgarry@nassaucountyny.gov](mailto:jmcgarry@nassaucountyny.gov).

*Checks payable to NYCC*



**NYCC**

## Do Switzerland... with the Swiss.



**Departs July, Aug & Sept 2007**



### The trip includes:

- ♦ All meals (big breakfasts, catered picnics, cocktail hours and gourmet suppers with wine)
- ♦ 10 nights of first-class lodging
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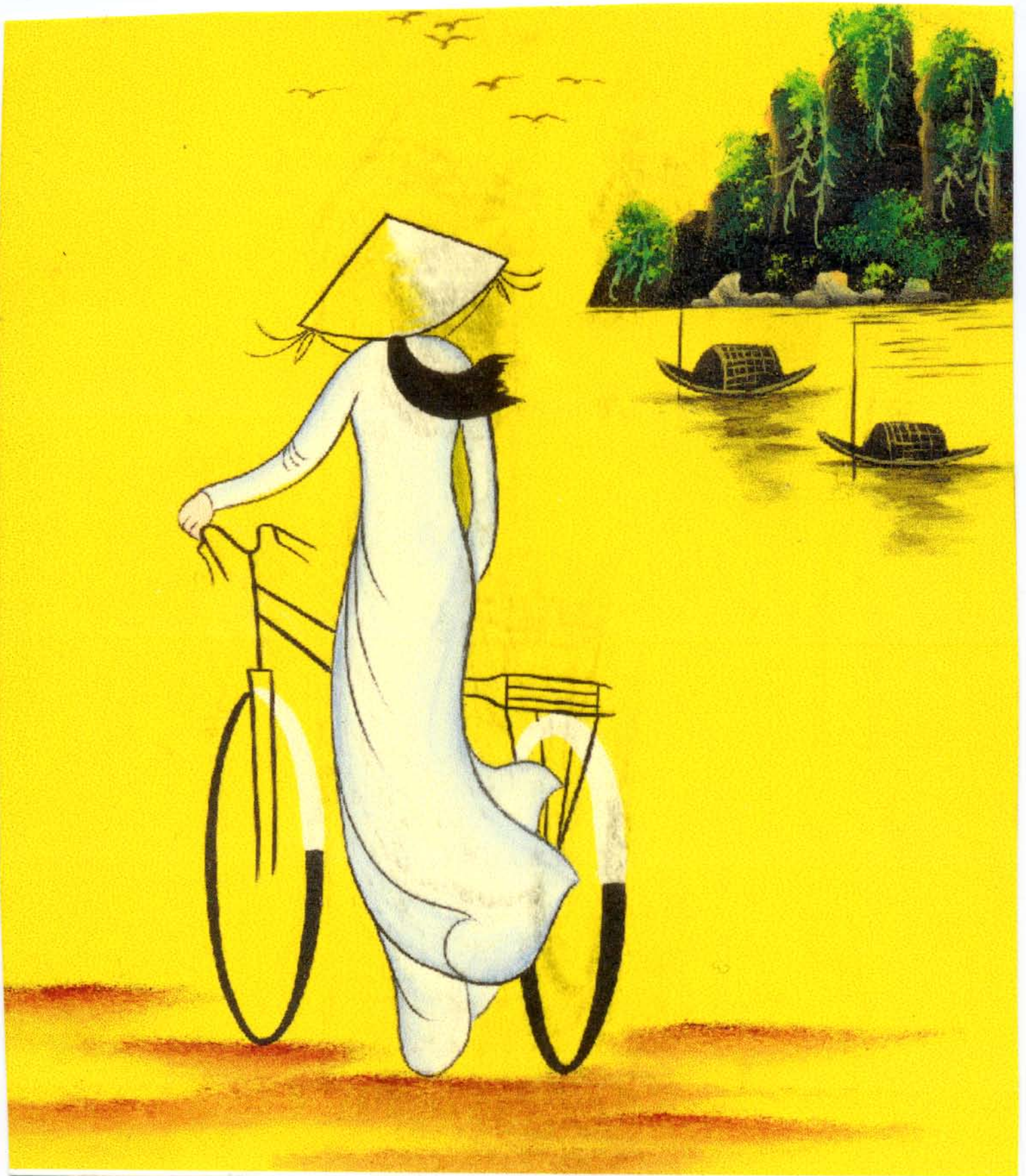
# 1993 & 2006: A DIFFERENT COUNTRY

An exotic winter vacation destination  
Jay Jacobson

**In 1993 there were ten times as many bicycles as motor vehicles and now there are ten times as many motorcycles as bicycles.** In 1993 the country was still recovering from a war in which it lost millions of people and its infrastructure, economy and even its vegetation was devastated. By any standards it was a backwards society at that time.

In addition to the difference in the country there were stark differences in all aspects of my cycling tours. In 1993 we were one of the first to participate in such a travel experience. Vietnam and the United States were technically still at war and the trade boycott imposed by the U.S. was still in effect. The '93 bike tour was poorly planned and operated from almost every aspect. I have gone on about 50 bike tours over the past 18 years and this is the only one of which I was totally dissatisfied with the operator. Their false claims in the brochure as to the quality of hotels, food, bicycles, guide, etc. and erroneous claims about the airfare prices led to me taking legal action against them. On the other hand, Backroads Co. of Berkeley, California, ran the 2006 tour which was superior in every respect..

In 1993 we were advised not to stray off the road because there was a danger of stepping on an unexploded land mine in a field or in the woods. We wouldn't follow a truck carrying scrap metal too closely on





our bikes because it might be carrying a mine( the driver was hoping to sell as scrap) which might fall off the truck onto the road right in front of us. We noticed quite a few amputees (obviously as a result of war injuries) and did not want to become one of them.

I thought it might have been a good idea to bring several hundred ball point pens to distribute to the children I encountered as I was cycling. I started giving them out in one city. It was obvious that the people had no idea what they were as they started unscrewing them and taking them apart. A crowd of about 300 quickly swarmed around me, blocking traffic in the street. I panicked, afraid they would overrun me and try to steal my money, documents and my bike. I then picked up my bike and swung it around in the air to give myself some space. After that experience I only gave the pens in rural areas with only a few people around. I also brought a few disposable Polaroid cameras and photographed some local children and gave them the photos which they treasured.

Many of the children seemed to be in poor health. They had mucus running out of every body opening. They held my hand tightly and gave me a look which I sensed was them begging to take them home with me. They rubbed my arms and legs and touched my body hairs which they had never seen before. One or two tried to pull out a few as a souvenir.

In Saigon (now Ho Chi Minh City) as I was cycling among throngs of natives, a group of three stunningly beautiful teenage girls on one bike started riding next to me. They were wearing pastel colored gowns called "ao dais". I was startled by the question they asked: "Mister, would you like a good f--?"

One of the women in our group, a banking executive from Houston, was slightly husky and had dirty blond hair. She resembled some Russian women and the Vietnamese assumed we were all Russians (their allies) and did not welcome us warmly. Once we explained that we were Americans (their enemy!) we received a warmer reception. As I was cycling with her in Hanoi she insisted on stopping in front of the Hanoi Hilton (the infamous prison which held a number of our captured troops including John McCain) to take a picture, which we were told not to do. The guards definitely were not happy with us and started aiming their guns at us.

We were told that we couldn't wear cycling spandex shorts to Ho Chi Minh's mau-soleum but when I arrived there the Vietnamese honor guard was more interested in my Oakley sunglasses. We visited the war museum which included a "gallery of war criminals". This was essentially a row of photos of all the American presidents from Eisenhower to Ford. We visited the Cu Chi Tunnels which were a vital aspect of the guerilla war. It was fortunate that I was wearing my cycling helmet in the tunnels, because they were built for short people and I kept bunking my head on the top.

While cycling in the coastal city of Nha Trang, I noticed how exquisite the beaches were and commented that this would be a good place for a luxury resort. At that time, hour long massages given by women on the beach cost about a dollar. Little did I know then that I would be returning 13 years later to a five star tourist paradise! We had drinks on the roof of the Rex Hotel in Saigon, which was the scene of all types of intelligence intrigues during the war. (I returned to the Rex in 2006 but it is now dwarfed by modern New York

style high rise hotels and office buildings)

In a restaurant, I removed my contact lenses. The Vietnamese were dumbfounded to see anyone take something out of their eye. We rode our bikes all over Saigon & Hanoi amid a million denizens. There weren't many traffic lights then but the traffic coming from left and right seemed to "flow" into us when we were going straight ahead. If I was in doubt about how to proceed I tried to get into a group of locals, especially letting them run interference against the bikes coming from the sides or I just "went with the flow". In any event we were the only cyclists wearing helmets, let alone spandex. An accident, if it happened, probably wouldn't have been serious as no one was going fast and there aren't many hills in the Saigon and Hanoi areas.

To get to a restaurant for dinner we either rode our bike or hailed a **cyclo**. When we arrived at the restaurant we could "park" our bike for 10 cents (US) and they would watch our bike. We would have our bill "validated" by the restaurant and the parking would be free!

Once we took a cyclo downtown. A cyclo is a pedicab in which the driver pedals 2 or 3 people who sit in front of him. The cyclo driver was stopped by a policeman for going the wrong way on a one way street and he had to buy the policeman a pack of cigarettes as a bribe. He didn't have any money so he collected our "fares" in advance to buy the cigarettes. He waited at the restaurant while we dined and as it turned out the bribe was his earnings for the evening.

The bike touring company promised us "excellent hotels" but according to the Lonely Planet Guidebook, they were



**Above (l-r):** Hanoi Hilton, the infamous prison which held a number of US troops, including John McCain; one of many makeshift "bike shops" along heavy-trafficked areas; the author, with herd.

at the "bottom end" Some charged about US\$3 or \$4 a night. Bats were flying down the hall and rats were running around the rooms in addition to swarms of insects. There was very little hot water so when our bike group returned each day, I would run into the shower to get the limited supply of hot water before other members of the group. The water in the pool was a bright slimy green—I lost my desire to use it.

The bikes were of poor quality—maybe sub Wal-Mart! The guide had no knowledge of bicycle mechanics but that wasn't a big problem because all over Vietnam there were numerous "bike shops" An enterprising individual would "set up shop" on a curb at a heavily trafficked location with a few tools and rubber bands. He would gladly repair our bike for a typical charge of 15 cents. This repair would last for eight or nine miles and we would look for another bike shop. At the end of the two week tour the bikes looked like they could be added to the scrap metal dealer's inventory.

The guide was selected on the basis of his knowledge of Vietnam. However this knowledge was gained while in the US Army during the war. What the company didn't know—they apparently never checked his background—that he had a psychiatric military discharge.

On New Year's Eve the Vietnamese who love fireworks set them off for hours. The sounds of explosives brought back his war memories and he "went bananas" and disappeared for a few days. Fortunately we also had a local Vietnamese guide who was very helpful. The American guide worshipped Ho Chi Minh and was also a big fan of Fidel Castro. Each evening during the cocktail hour he had a "reduca-

tion session" for us. He also said he hoped that "Saddam would destroy Israel". This was an interesting comment since the owner of the tour company was Jewish.

We took the midnight train from Saigon to Nha Trang (12 hours) We schlepped our luggage and the bikes through a sea of humanity (including beggars, pimps and vendors of everything) and threw our bikes through the windows of the train. The windows had no glass, just bars and metal which rolled up and down. People hung on to the outside of the train between cars and rode on the top of the train, which could be a problem when the train passed through a low tunnel! They also stuck their hands through the window bars into our compartment and attempted to grab whatever was within reach.

The reservations on the train (like everything else) was screwed up and instead of a first class compartment with two upholstered berths, we were relegated to a large 3<sup>rd</sup> class "room" shared by a number of Vietnamese with their children and livestock, often cooking meals in the room. Sleeping accommodations were 20 wooden shelves hung on the walls of the room..

After a number of telexes to the railroad's headquarters our guide finally secured a 1<sup>st</sup> class compartment for me and one other cyclist. The woman from Houston had to decide whether to share the compartment with me or the 3<sup>rd</sup> class "shelf" with the Vietnamese families.

It took her about 5 seconds to opt for me as a roommate. In the middle of the night she got up to go to the toilet down the hall but she couldn't open the door to our compartment. A Vietnamese man had strung a hammock from our outside doorknob to a hook in the hall and was fast asleep! As a result of a cooperative bladder, a rechargeable razor, breath freshener and deodorant I was spared a visit to the "lavatory" but heard a description of it. A meal was served in what in the U.S. would be a plastic dog food bowl. I took one look at it and threw it out the window and subsisted on energy bars I had brought.

The roads were paved and for the most part weren't that bad. The rice farmers apparently didn't have any space to lay out their rice crop to dry so they just used the roads. They didn't seem to mind when our bikes went through it. This saved them the task of agitating or turning the rice kernels. We also ran into sections of road which were used to dry new chopsticks.

There were cattle, water buffalo and oxcarts along with a mixture of cyclos, bicycles (carrying everything from furniture to pigs' carcasses) and some motor scooters and trucks. On a typical day we cycled 20 or 30 miles. There were plenty of stops to look at points of interest which included pagodas, farms, markets, museums, war memorials, beaches and cemeteries.

The food ranged from bad to abominable. A few times I took a stroll around one of our restaurants and watched barefooted people sitting outside in dirt or mud in the back and washing dishes by hand in small plastic tubs. By the end of the tour we asked the guide to just give us the meal allowance which was under \$5 and we found some places to eat which adhered to minimal sanitary and culinary standards for not much more money. In any event no group member either in 1993 or 2006 suffered more than a day of mild stomach distress.

We had several internal flights on Vietnam Airlines, which at that time was using old Russian turboprops. One had Polish writing so I assumed it was a castoff from the Polish airline.

There were no seat assignments and the flights were apparently overbooked. There was a crush to get on the plane and since there weren't enough seats, some passengers sat on their friends' laps or stood up in aisle for the duration of the flight.

Fast forward thirteen years to February, 2006: The Backroads tour started at Hanoi's premier hotel, the Sofitel Metropole. The 11 night tour cost about \$5,000 plus \$1,000 single occupancy. We had nine women and eight men ranging in age from about 25 to 70. The group came from all over the U.S. and there was one couple from Vancouver, Canada. There were three couples. The others were married, traveling without their spouses, or single. The guides, one American, Holly and one Canadian, Becca, in their late 20's with at least five years experience with Backroads. They were friendly and very well qualified and trained for the demanding job. In addition they had a staff of about 5 Vietnamese, including an English speaking guide and drivers of our 4 vans and busses.

The Backroads staff was extremely well coordinated. If we were thirsty a van would appear with icy drinks. If we were starting to get hungry a van would be there with a gourmet box lunch or we would be directed to a nearby restaurant at which they had arranged a group meal. Whenever we landed at an airport they would always have an air conditioned bus waiting for us and by the time we arrived at the hotel, the luggage would be in our rooms. Whenever we weren't sure of the cycling turns or directions a staff member would "be there" at the intersection pointing the way and sometimes even directing traffic to stop for us. Along one confusing stretch the van drove ahead of me—all I had to do was follow it!

After a cyclo and walking tour of Hanoi under overcast skies and 60 degree weather, we left early the next morning for a flight to Nha Trang. Vietnam Airlines had got its act together by now-- it had assigned seats and was no longer using Russian planes.

From this point on we had only sunny and warm weather. We stayed at Nha Trang's Ana Mandara Resort which a leading travel magazine called "a subtle overindulgence". We each had a luxurious beach bungalow amidst lush vegetation and a giant seaside pool and exceptional cuisine. Upon arrival, we were greeted by about a dozen comely female hotel employees and we could pick which one we would like to show us to our room. Then we had a bike fitting and short shakedown ride.

The next day we could ride from 15 to 37 miles. The route passed through palm-fringed rice paddies, serpentine riv-

ers and tiny rural villages. Picnic lunches were catered by Backroads.. Although I did the long option I was back in time to lay out and swim at the gorgeous pool before an excellent dinner at the hotel.

The most difficult day in Backroads worldwide(6 continents and dozens of itineraries) repertoire of bike tours followed. We climbed up to the historic and charming hill town of Dalat. The 3 H's (hills, heat and humidity) made it one of the most difficult biking days of my life. Towards the end I had to stop, drink some cold water which was always available from a Backroads support vehicle and ready myself for the next climb.

There was a contemporary of mine from California, a gentleman named Mitchell who is also married and traveling on this trip without his wife. Of the 17 in our group, he and I were the only ones to cycle the whole length of the long option that day. In fact he and I went on to cycle E.F.I. (*every f---ing inch!*) of the 10 day 200 mile tour.

We then flew south to the Mekong Delta, an agricultural area and we had many opportunities to observe river life as we brought our bikes on ferries and a longtail boat.

The bike route frequently crossed the river and its tributaries. We spent several evenings in Saigon which like many major Chinese cities has been rapidly modernized.

The population seemed to be much healthier in 2006. We didn't encounter beggars and no one seemed to be hungry but there were very few Vietnamese staying at our luxury hotels and owning cars. I think that by now they were familiar with pens!

There was no evidence that we had lost the war. We were waited on hand and foot by the Vietnamese. The level of service was outstanding and very friendly. Tragically, we had 50,000 deaths in the war, but the death toll of Asians has been estimated at 5,000,000. The Vietnamese eschewed their currency, the "dong" (which is about 15,000 to the dollar) for the US money at every opportunity. Ho Chi Minh's crusade was apparently against capitalism, but Ho Chi Minh City is one of the most capitalistic places I have seen anywhere—everyone has a business even if it is on the sidewalk and "HCM" City has its own stock exchange! Finally I didn't notice any Russian or Chinese presence at all – and they were Vietnam's allies. I didn't see much of a French presence either.

After Dalat and the Mekong, our final cycling venue was neighboring Cambodia, also a new cycling destination for me. Cambodia is somewhat different from Vietnam. It has a different language and somewhat of a Thai influence. We had another set of bikes (Cannondale mountain bikes) and a local support staff with their own vehicles. The focus there was on several complexes of ancient temples such as the famous Angkor Wat. I can't think of

enough superlatives to describe the Raffles Grand Hotel which was our home for our three night stay there.

The two trips were outstanding and memorable cycling experiences and the opportunity to compare them from different points in time gave me a special insight and perspective into this fascinating part of the world.

**Practical information:** Backroads whose claim is that they are the "World's #1 Active Travel Company" is probably valid.

Telephone 800-GO-ACTIVE;  
[www.backroads.com](http://www.backroads.com) has detailed information including the hotels on all of their tours.

**Crossing the puddle:** I took EVA Air ([www.evaair.com](http://www.evaair.com), 800 695-1188.) In March their website advertised round trip air from Newark to Vietnam for as low as \$775. I was able to upgrade to a roomy and comfortable large seat for an additional \$150, one way.





Palisades Interstate Park Commission

James F. Hall  
Superintendent

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Alpine, New Jersey 07620

TEL: 201 768-1360  
FAX: 201 767-3842

October 19, 2006

Kim Jenkins, Treasurer  
The New York Cycle Club  
P.O. Box 4541  
Grand Central Station  
New York, New York 10023

Dear Kim,

We would like to express our heartfelt thanks to the members of the New York Cycle Club for the donation of a new bike rack. Chris Szeglin, our Assistant Superintendent, is going through the catalogs with NYCC's recommendations in mind. A second rack will go far to increase the parking area for cyclists.

We appreciate NYCC's thoughtfulness and also the chance to meet with your president, Carol Wasser, and discuss some of the issues we have had in the past. I hope we can keep the line of communications open and that together we will make the park both safe and welcoming for all our users.

I have made a copy of your letter to be posted at our police desk.

Sincerely,

Linn Pierson  
Supervisor of Operations, PIPC NJ  
P.O. Box 155 Alpine, New Jersey 07620  
201-768-0379  
[lpierison@njpalisades.org](mailto:lpierison@njpalisades.org)

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# NYCC Youth Program NEEDS YOUR SUPPORT!

In addition to the very generous support from our own club, **the NYCC Youth Program is asking for help to bring more young people into the sport of cycling.** We are calling on you to support us financially so that we can continue this program for 2007 and for subsequent years.

Our mission is to help interested young people from the five boroughs of NYC enjoy the sport of cycling, and to create a foundation for their lifetime involvement in the sport. Your donation will help us provide each participant with a package of new bike clothing and gear, as well as the use of a new “entry level” road bike during the program. Completion of the training program allows each of the young participants the privilege of keeping the bike as their own. Cycling has had a positive impact on many of our lives; why not share this with a young person?

Some employers offer matching funds for causes their employees support, so, we encourage you to inquire about this at work.

**To donate funds, please make your check payable to:** “NYCC Youth Program” and mail to: New York Cycle Club, PO Box 4541, Grand Central Station, New York, NY 10163.

For more information contact us by email:  
jennifertom70@hotmail.com and lynn.baruh@jwt.com

We will list the names of all donors who give \$5 or more – unless asked not to – on the NYCC Youth Program section of the club website. Thanks for your support and we look forward to updating you on our – and especially the young men and women’s – progress!!

*\* Please note that as we await a ruling on the non-profit status of this program we suggest at this time that you consider your donation as not tax-deductible.*

**Thank You.**

# These Front-Row Seats Come With a Lot of Sweat

By MICAH COHEN

Published: November 6, 2006 · Reprinted from The New York Times

After negotiating nearly 23 miles of the New York City Marathon yesterday morning, Basil Ashmore, 51, and Herb Dershowitz, 61, veered left off the course, stopped and called it a day.

Then they got off their bicycles.

They were 2 of the 78 cyclists who volunteered to ride alongside the wheelchair and handcycle racers to prevent pedestrians and motorists from wandering onto the course and into the athletes' way.

Kurt Fearnley of Australia followed the path that Ashmore and Dershowitz cleared and finished first in a course-record 1 hours 29 minutes 23 seconds.

"That guy was really moving," Ashmore said. "It was not easy staying with him."

Pedestrians and motorists seem less aware of the wheelchair and handcycle competitions, said Bob Laufer, the coordinator of the wheelchair division of the New York City Marathon. In past races, there were near misses.

"Some wheelchair racers reported afterward that they had to swerve to avoid pedestrians," Laufer said. "We just wanted to act before anything major happened."

After the 2003 marathon, Laufer enlisted Richard Rosenthal, 67, a former president of the New York Cycle Club, to help prevent collisions on the course with a formal cycling detail. Rosenthal had volunteered in 1991 and 1992 to guide the wheelchair racers.

"I recall all too well a school-bus driver backing up into the path of an oncoming wheelchair, utterly irrespective of my screaming and yelling," Rosenthal wrote in an e-mail message he sent to the cyclists Saturday night.

This year, Rosenthal and Laufer provided the wheelchair and handcycle racers with more protection than ever. The 78 cyclists who volunteered yesterday were almost quadruple the total from 2004, Rosenthal said.

Rosenthal requires the volunteers he accepts to meet his criteria. He asked riders to be able to maintain a speed of 18 miles an hour, which is how fast the elite handcyclists can go. He asked the volunteers not to talk to the racers because the distraction could give some racers an unfair advantage, he said. And he did not want volunteers there for the excitement alone, he said.

There were a few accidents yesterday among the wheelchair racers — including a minor wipeout by Fearnley — but none were caused by spectator interference.

Rosenthal assigned a pair of cyclists to each of 38 disabled athletes. The cyclists rode on either side of the racer, always pedaling just a little ahead. Wearing fluorescent yellow vests and using whistles, the cyclists kept intruders at bay.

"You just blow your whistle a lot," said Gerry Oxford, 52, a systems analyst in Manhattan.

Rosenthal's group reflects the diversity of the city and the marathon field. There is Marten L. denBoer, 51, an associate provost at Queens College; Kurt Gustafsson, 41, a caterer; and Neal K. Fujishige, 47, a dentist. There is an orthopedic surgeon; a hedge-fund manager; the president of the municipal council in Irvington, N.J.; a chef; a conductor for New Jersey Transit; a chiropractor and five architects. Harold E. Varmus, 66, who won a Nobel Prize for medicine in 1989, was part of last year's contingent, Rosenthal said.

Rosenthal recruited from New York-area cycling clubs. He brought in members of Fast and Fab, a gay and lesbian cycling club, and the Major Taylor Iron Riders, whose membership is predominantly African-American. Rosenthal recruited members of the Kissena Cycle Club of Queens; the Staten Island Bicycling Association; the New York Cycle Club; and others.

Rosenthal said his primary purpose was to provide the wheelchair and handcycle racers with a course free of obstacles, but he also hoped to "marshal a single voice for cycling considerations," he said, by cobbling together people who could make unlikely connections.

Rick Jakobson, 44, acknowledged another benefit to volunteering.

"To get to ride through New York City without hitting one red light is wonderful," he said. "I think only the president gets to do that."

# Emergency First Aid for cyclists

By Dr. EDWARD FISHKIN, Medical Director, Woodhull Medical Center, Brooklyn, April, 2004.

Transcribed by CAROLA. WOOD

The physician's creed is "Above all, do no harm." As cyclists, there's no reason we shouldn't follow this good advice too. For that reason, one of our members who actually is a medical doctor (he doesn't just play one on TV) devoted an April evening explaining to SIG participants the important basic facts about caring for injuries on the road. Because these facts are so important, we reproduce them here. Read up—the life you save could be your favorite cycling pal's, or your own.

**Trauma** is a wound or injury inflicted by a physical agent. For people up to age 40, it's the leading cause of death. After 40, only cancer and heart attacks exceed trauma as a cause of death. In bicycle accidents, 80% of deaths are due to head and neck injuries. Knowing how to administer first aid—and how to seek proper follow up care—can help prevent a trivial injury from becoming a catastrophic one.

Deaths due to trauma occur in three peak periods:

- Within seconds or minutes of the accident, usually due to laceration to heart, brain, etc.
- Within one hour of the accident. This is known as the "golden hour," when proper care can prevent catastrophe.
- Within weeks to a couple of months—usually due to infections or multiple system failure.

## Teamwork is critical

When you're on a ride and an accident occurs, teamwork is critical. (New leaders should orchestrate a trial run of a team response before heading out on the road.)

- One person should take charge of the victim (usually a leader).

Other individuals should:

- Direct traffic around the site.
- Get all cyclists off the road.
- Call 911 on their cell phone or flag down a passing car.
- Write down the details of what happened—it's easy to forget the details. Record the victim's reactions; this could be critical to emergency personnel.

## 1. Secure the victim's head and neck.

This takes 30 seconds. If necessary, one person should hold the victim's head and neck. *Never take the victim's helmet off.* If the neck is injured, moving it can lacerate the

spine and cause paralysis. Until proven otherwise, assume that such an injury is possible.

- Don't move the victim until their condition has been assessed.
- Don't give them food or water. (Remember the cookie scene in "Seinfeld"?)
- Try not to move the victim.

## 2. Recite your ABCs

Once the neck and head are stabilized, check the victim's **A**irways and **B**reathing – Are they breathing and talking? Then this is okay. If they are not, then you need to know CPR in order to revive them. **C**irculation – Are they bleeding? Gently palpate their limbs for signs of wetness and blood.

## 3. Communicate.

Ask the patient questions to determine their mental status, to see if it's been altered by the injury. Tell them not to nod their head but to respond in words or with their hands.

- Does your neck or head hurt? (If yes, don't do anything more.)
- Did you black out?
- Do you hurt anywhere?
- Do you know what happened?
- What day is it?
- Who is the president?

The record-keeper should note these responses in writing, and tell the emergency personnel. They should state whether the victim:

- Demonstrates change in mental status—loss of consciousness, confusion, irritability, amnesia.
- Throws up.
- Exhibits any other reactions.

## Concussions

Concussions are very common injuries. They occur when the brain hits the skull due to an acceleration or deceleration injury. The impact disturbs delicate electrochemical processes. If not properly cared for, a concussion can lead to the "second impact syndrome." This occurs when an area is hypersensitive due to an injury—even if it was trivial—can cause severe fluid leakage and lead to death!

There are three grades of concussion, according to the Colorado Grading System. All should be examined by a physician.

**Grade 1—Mild concussion: confusion, but no amnesia for events surrounding accident and no loss of consciousness.** Treatment should include hospital triage to "urgent" area. Should be evaluated every 15 minutes or so, until has been "normal" for one hour, when can be discharged. Can cycle home if necessary, though a taxi or another means of

transport is preferable.

**Grade 2—Moderate concussion: confusion, plus some amnesia for events either before, during or after the accident, but no loss of consciousness.** No cycling home for this puppy. Treatment should include a CAT scan, close observation to see if pupils become unequal, if becomes drowsy or starts crying. If patient starts to deteriorate, he or she should have another CAT scan in trauma care. After recovery, can cycle again after one week with no symptoms.

**Grade 3—Severe concussion: Loss of consciousness, even for a second with or without accompanying amnesia or confusion.** This patient needs urgent hospital evaluation and may require an overnight stay. If released from hospital, someone should stay with them to monitor their condition for any signs of deterioration. If no one can stay with them, they should remain in hospital. After recovery, they should wait one month before cycling again—and they should be symptom-free for two weeks before they do.

If you disagree with the hospital's decision to release the patient, ask to speak to the patient ombudsman or senior medical personnel. They can explain the decision to you. If you still disagree, you can demand that they keep the patient. However, if this turns out to not be necessary, the patient will be charged for the hospital stay.

## Heat Injuries

Heat stroke is a serious injury. In fact, it's the No. 3 cause of death for high school athletes. When our body generates excess heat, it rids itself of it in four ways: through sweating, evaporation, convection (when blood vessels near the skin dilate), and conduction (when deep blood vessels carry blood to the skin surface, where heat is lost from the body).

The human body may generate more heat than it can dissipate due to high heat and humidity (e.g., 95 degree air temperatures), excess exertion, dehydration—even relative dehydration (when more fluid is lost than is replaced), and daily cycling without drinking sufficiently. Unfortunately for our species, our thirst mechanism doesn't kick in soon enough to prevent dehydration from occurring. This is why you need to keep drinking **before** you get thirsty.

(Note: Professional and elite athletes and cyclists with medical conditions should speak to a physician or trainer regarding fluid and electrolyte replacement and exercising during extreme weather conditions such as heat and cold.)

## Heat stroke

Heat stroke is extremely serious—and it can happen very quickly, with little warning. The skin may or may not be hot and

dry, for instance. Other signs to look for are when the person starts to slow down or becomes irrational.

When the body's core temperature rises above 105.8 degrees Fahrenheit, many of the crucial chemical reactions needed to maintain the body and many of our organs and organ systems begin to shut down. This is a real medical emergency! If someone in your group suffers heat stroke, a team should form as above, Get the victim into the shade, call 911 immediately and remove outer layers of clothing. Begin spraying him/her with water and try mechanical fanning (with newspaper, helmet or even your cupped hands). These efforts will help stop the temperature from rising further and may begin the cooling process. When the ambulance arrives, more intensive heat loss measures will be taken. Upon arrival to the hospital, this patient will be admitted immediately to the Medical Intensive Care Unit. As mentioned above, this is a medical emergency and even when quickly and appropriately managed, there is a significant chance of death.

### **Heat cramps**

Heat cramps occur when the body's core temperature rises but does not exceed 105.8 degrees. They are less severe than heat stroke, though if left untreated they can progress to heat stroke. For this reason they must be treated as well! Get the victim's clothing off, wet them down, and get them to the intensive care unit of a hospital.

### **Preventing heat stroke**

- Drink lots of water.
- Wear sun block and protective clothing. (avoid wearing tank tops!)
- If it's really hot out, think about doing something besides cycling that day.
- Drink still more water.

### **Abrasions, road rash**

After checking for head and neck injuries, and reciting your ABCs, look the victim over for signs of obvious bruises. Gently palpate the limbs and ask them if they hurt. Feel for wetness/signs of bleeding. Injuries usually occur on our "tips" – shoulders, elbows, hips, knees, ankles, etc.

Just because a bone doesn't hurt, or doesn't feel broken, doesn't mean it isn't. Get an x-ray.

To treat road rash, first gently remove dirt, glass, and other debris from the wound. Pick it off (wearing a latex glove to prevent introducing bacteria) or wash it off with water. Add antibiotic ointment. Apply a bandage if you have one, otherwise leave it alone—don't wrap a greasy jersey around it, it's better to let it air dry. When you get to a place where there's running water, clean the wound thoroughly. Don't use alcohol—peroxide is okay.

### **Lacerations**

If a wound is gushing blood, apply direct pressure with a jersey or glove. Note that it takes around 15 to 20 minutes for a blood clot to form, so don't keep peeking at it to see if it has done so.

A deep wound should be evaluated by a physician. The general rule concerning stitches is that you need 'em if a wound is more than 1/4 inch deep, 1/2 inch in length, on or near a joint, eye, or eyelid, or if you see bone or muscle.

### **An ounce of prevention . . .**

Being reasonably prepared for an accident won't turn you into a noxious worry wart. In fact, it will make you an even more desirable cycling partner than you already are. You can raise your safety quotient by doing the following:

- Take a CPR course. They're available all over the city.
- Ride predictably and responsibly on group rides.
- Carry first aid items in your saddle bag.

***Here's what Dr. Ed carries (note that these items add very little weight and bulk): latex glove, Advil and aspirin, Band-Aids, gauze pads, Neosporin or other antibiotic ointment, health insurance card, a cell phone, and Chapstick with sunblock.***

**Ride safe – have fun – live long!**

# Bicycle shops offering discounts to NYCC members

## **A Bicycle Shop**

163 West 22nd Street, NY, NY  
(212) 691-6149, [www.a-bicycleshop.com](http://www.a-bicycleshop.com)  
[info@a-bicycleshop.com](mailto:info@a-bicycleshop.com); 10% off non-sale items (not items already discounted).

## **Bicycle Habitat**

244 Lafayette Street, NY, NY  
212 431-3315, [cmcbike@aol.com](mailto:cmcbike@aol.com)  
15% off parts and accessories only; no discount on sale items (no double discounts).

## **Bicycle Heaven**

348 East 62 Street, NY, NY  
212 230-1919  
8.25% off accessories, and repairs.

## **Bicycle Workshop**

175 County Road, Tenafly NJ 07670  
201 568-9372; 10% off parts and accessories

## **Bicycle Renaissance**

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

## **Conrad's Bike Shop**

25 Tudor City Place, NY, NY  
212 697-6966  
[conrads.bikeshop@verizon.net](mailto:conrads.bikeshop@verizon.net); 8.25% off parts, accessories and repairs.

## **Gotham Bikes**

112 West Broadway, NY, NY  
212 732-2453, [gotbik@aol.com](mailto:gotbik@aol.com)  
10% off parts, accessories and repairs.

## **Larry's 2nd Ave. Bicycles Plus**

1690 2nd Ave. at 87th Street, NY, NY  
212 722-2201, [larrysbicyclesplus.com](http://larrysbicyclesplus.com);  
15% off parts & accessories; 5% off bikes.

## **Master Bike Shop**

225 West 77th Street, NY, NY  
212 580-2355; 10% off parts, accessories and bicycles.

## **Piermont Bicycle Connection**

215 Ash Street, Piermont, NY 10968  
845 365-0900 and 4 Washington Street, Tenafly, NJ 07670, 201 227-8211

[www.piermontbike.com](http://www.piermontbike.com); 10% off everything including bicycles. Free s&h on purchases over \$100.

## **Sid's Bike Shops**

235 East 34th Street, NY, NY  
212 213-8360 or [www.sidsbikes.com](http://www.sidsbikes.com)  
10% off accessories and clothing.

## **Toga Bike Shop**

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

## **Turin Bicycle**

1027 Davis Street, Evanston, IL 60201  
847 864-7660, [www.turinbicycle.com](http://www.turinbicycle.com)  
[cmailing@turinbicycle.com](mailto:cmailing@turinbicycle.com); 10% off parts and accessories. Owned by NYCC Life Member.





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REMINDER: THIS YEAR'S HOLIDAY EVENT ---- Tuesday December 12, 2006 \*see inside for details, or visit the club website.

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