

NYCC Archives – June 2011



June "President's Message"



By Ellen Jaffe

Fellow Members of NYCC,

With our emails, phone calls, petition drive and member presence at so many meetings, NYCC played no small part in forcing the issue. Yes, the Central Park ticketing tempest has passed.

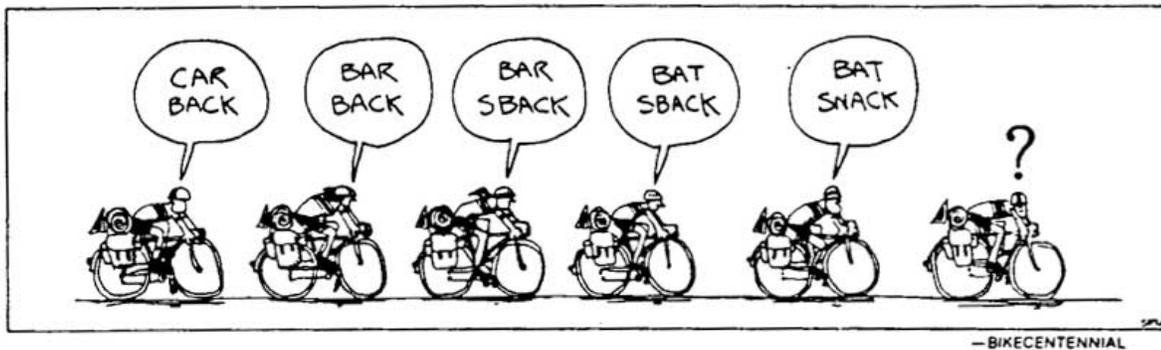
We extend our special appreciation to Council Member Gale Brewer and Chief William Morris of NYPD Manhattan North.

Thanks also to the Central Park Conservancy, Captain Wishnia, City Council Members Dan Garodnick, Melissa Mark-Viverito, Borough President Scott Stringer, DOT and other Park stakeholders who, with cyclists in the conversation, came to a consensus solution as follows:

Barring reckless behavior, cyclists may roll through red lights in Central Park so long as they yield to pedestrians in crosswalks.

Amen.

Our next Central Park hurdle . . . closing the Park to vehicular traffic 24/7 for a trial period. We'll use the Message Board to post ways we can help make this a reality.



There is a rumor about a bet between Lance Leener and Michael Hertz. Following a race up the Alpine hill on River Road – should the winner be Michael, Lance will shave his head; should the winner be Lance, Michael will shave his legs. – NYCC Bulletin, 1990

Thanks to our 15-member team of archivists who are pulling hundreds of such gems from the archive for a timeline to be edited by Carol Krol.

SIG and STS

The final numbers are not yet in but we know it was a blowout year for our SIG and STS . . . with over-subscription of every group at a record level.

Congratulations grads!

To our SIG and STS leaders who made it possible . . . you've got the Club's gratitude and admiration for setting such a high bar, pulling off this complex, quality program whose reputation is spreading way beyond city walls.

And . . .



Our Social Sundays were a smash hit for Bike Month and a great way to introduce new blood into the Club. Thanks to the leaders who stepped up. The average turnout was 40 riders . . . so successful we may be obligated to continue the series beyond Bike Month.

And much Club appreciation goes to Reyna Franco and Tom Laskey for organizing another superb Berkshires Weekend and arranging for such summer-like weather.

Upcoming . . .

- Newcomers goes to Goswick Pavilion in Piermont on June 12 with the Club buying lunch. Goswick is the Ritz of rest stops . . . and the fabulous Canzona's of Piermont is catering!
 - A- and C-SIG graduation on June 14 at Annie Moore's.
 - West Point Weekend July 2-4 is going to sell out and then some. Thanks Lucia Deng for your thoughtful and thorough planning!
 - Christy Guzzetta and the Gala Committee keep raising the bar for July 16. The Gala raffle alone is reason to buy tickets for a chance at the VBT Tuscany Tour and, did you hear, a \$7,500 custom Serotta! The evening will sell out. Do not be left out. Buy your tickets now!
-

Lastly . . .

We heard proposed solutions to Central Park overcrowding in the past few months, but nothing so imaginative as was offered by Club member Neal Spitzer back in 1990.

Neal Spitzer

The Last Word

A simple solution to the Park Use Problem (**PUP**) would be to try the following: On even numbered days the only people allowed in the Park are those with last names beginning with the letters A–M. On Odd numbered days all those with last names beginning with N–Z have their turn.

If things are still overcrowded (because don't forget, this might bring more people into the Park,

feeling there is now room for them) we can further split days. Instead of even and odd days like 1 & 3 we could make it every 1st, 5th, and 9th day, etc. for your part of the alphabet. You get the idea. All we have to do is work out the details.

Now is the time to advance this solution while there are Presidential candidates looking for our votes.

Special Thanks to Clif Kranish for his help with the Roster and Reference section, and to **Hannah Holland**, our maintainer of Data.

Be safe . . . see you on the road!

Ellen

NYCC Member Alert



NYCC President Ellen Jaffe

June 8, 2011

Dear Fellow NYCC Member,

You know that the Club has put a great deal of effort into advocacy and public policy work in recent months. The leadership of the cycling community, including NYCC, TA, and CRCA have met with elected leaders and Department of Transportation staff, as well as representatives of the New York Police Department, to hammer out a reasonable cyclist enforcement policy in Central Park.

However, there is immediate cause for alarm that this hard-won policy could be reversed due to the bad behavior of a few.

While we're sure most of you have taken to heart all the admonitions to be safe and respectful of others, always yielding to pedestrians, there continue to be instances of cyclists doing laps in the Park at high speed, ignoring the rights and safety of others.

It's easy to point fingers at other groups, like racing teams, but the NYCC Board wants to be certain that we've gotten the message out clearly to our own members:

We will lose our privilege to cycle unimpeded in the Park if there are many more instances of reckless, rude and inappropriate behavior on the part of cyclists.

Please make sure you personally follow these guidelines while cycling in Central Park:

1. When approaching a crosswalk, particularly if there is a red light, slow to a speed that will permit you to maneuver; look both ways for pedestrians; **always** yield to pedestrians who are in or about to enter the crosswalk. Park use is extremely heavy now, even in the very early morning hours. **Be alert; be conscientious. Your actions will determine our future use of this precious resource.**
2. Although you may be comfortable passing within six inches of a runner or walker, they will not be comfortable with that clearance. Give them at least 3 or 4 feet. Whenever possible and practical, cross behind the pedestrian. "Yielding" does not mean racing through because you're confident you won't actually hit the pedestrian.

3. When passing a slower cyclist, give sufficient clearance.
4. Don't ride in packs. Keep the groups small and ride in a single paceline.
5. Get a bell. It is the law and is a useful tool in a densely packed park if used judiciously.
6. Above all be courteous. Creating goodwill here will go a long way towards helping our cause.

We are making a concerted effort to get this message out to all cyclists who train in the Park.

If you know of non-members who cycle in the Park, please pass this on to them and spread the word however you can.

Thanks for your cooperation. We're in this together.

Ellen

NYCC Photos of the Week





Ain't life grand when you're a C-SIGGIE enjoying the Berkshires Weekend? *Photos: Gary McGraime*



NYCC's Ride and Row was a rousing success! *Photos: Claudia Kulesh*



With their infectious smiles and super-hot jerseys, our C-SIG grads are not hiding their graduation under a bushel! Bravo C-SIGGIES!

The NYCC Online Store is now closed. There will be a limited amount of inventory available in late July. With sufficient interest the store will reopen later this summer. The kit was designed by Rolando Felix. Each chic piece – the jersey, shorts, wind jacket and socks – proudly says NYCC.

The new NYCC water bottle and socks will be available for purchase at Club meetings.



Help Pass the Central Park No-Traffic Resolution!

Attend any or all of the three upcoming Community Board meetings to show your strong support for the trial closing this summer of Central Park to vehicular traffic.

Meeting Details

The resolution passed by Community Board 7 to close Central Park to vehicular traffic for a trial period this summer now needs passage by the other Community Boards bordering the Park . . . Community Boards 5, 8 and 10 . . . before DOT gives its blessing.

The best way at this point to show support . . . attend the next Community Board meetings of these districts.

For both CB 5 and CB 8 it is an agenda item at their next general session. It will likely be an agenda item for CB 10 at their upcoming Parks and Rec sub-committee meeting on June 8.

If you'd like to speak in favor of the issue, arrive 15 minutes early for signup.

Community Board 10 Parks & Rec / Transportation Committee (represents Harlem) – not on agenda yet but likely will be

June 8, 2011 at 6:30 pm

LOCATION: 215 West 125th Street – 4th Floor

What Transpired at the Meeting

Community Board 10, representing central Harlem, tonight passed the resolution in favor of a totally motor-vehicle-free Central Park trial program to run from July 4th through Labor Day and possibly longer. The resolution was passed without dissent -- 7 votes for, none against and one abstention. CB 10 did attach an amendment that would mandate adequate signage at strategic locations north of the park notifying drivers in advance that the park's roadways are closed to all cars 24/7.

Community Board 5 General Meeting (represents midtown)

June 9, at 6:00 pm

LOCATION: St. Xavier High School, 30 West 16th Street – 2nd floor library

What Transpired at the Meeting

Community Board 5, which includes southern border of Central Park, voted 21-15 tonight in favor of resolution to conduct a "trial" run by closing CP entirely to motorized traffic July 4th try Labor Day. Several vociferous "no" members warned of dire consequences for gridlock but very little discussion, pro or con, about cyclists.

Community Board 8 General Meeting (represents eastside)

June 15, 2011 at 6:30 pm

LOCATION: Memorial Sloan-Kettering, 430 East 67th Street – Auditorium

What Transpired at the Meeting

The full Community Board 8, representing the Upper East Side, resoundingly approved the resolution to go forward with a trial ban of motorized traffic in Central Park this summer. The vote was 35-8. Several individuals spoke in favor of the idea, including one young man who said he was there because he read about the meeting on NYCC's Message Board.

Community Board 9 General Meeting (represents Morningside Heights and West Harlem)

What Transpired at the Meeting

Community Board 9, last week passed an even stronger version of the resolution to endorse a trial ban on vehicular traffic in Central Park than had originally been submitted.

According to Noah Kazis, writing on Streetsblog, "In order to ensure that the trial provides information that is as accurate as possible, the board amended the resolution to request that the car-free period extend sixty days after Labor Day, in order to be able to measure the effect of the closure on heavier traffic days."

Members Corner

Humbled By the Hills of the New Gran Fondo



By **Susi Wunsch**, Publisher of the City Cycling Blog (<http://www.velojoy.com>), NYCC member

On Mother's Day, I traded my urban helmet for my Giro, and rode in the big new cycling event that you may have heard about, the [Gran Fondo New York](#), which started on the lower level of the Manhattan side of the George Washington Bridge and proceeded up Route 9W through Rockland County to Bear Mountain and back.

What's a Gran Fondo? It's an inclusive, Italian-style cycling race in which the winners are determined not by their aggregate times on the route, but by their performance on a series of strenuous hill climbs. The word means

"long distance" or "great endurance" and, after my humbling outing on two of the marquee climbs, I can vouch for that translation.

Traditionally popular in Italy, these events are springing up all over the U.S. Fortune certainly smiled on New York City's inaugural version: The weather was perfect and the course – including River Road along the Palisades with its breath-taking views of the Hudson, the bucolic villages of Piermont and Nyack, and Bear Mountain – was picturesque in its springtime prime. It looks like the organizers have a hit on their hands with what the *Wall Street Journal* called "an up-and-coming race." Next year's race has been set for May 20, 2012.

Kicking the Tires on Racing

The reason that I entered was to see what participating in a race might be like –I say *might be*, because there are two divisions, the competitive and the non-competitive.

The Gran Fondo is a 100-mile race with four timed climbs, big prizes (moola and merchandise), a podium ceremony and an opportunity to qualify for the UCI Amateur World Championship. The division that I rode in is called the Medio Fondo. It's a non-competitive, 66-mile event with two timed hill-climbs, and results posted online in alphabetical order.

We Medio participants rode out to the Congers, New York area, and then turned around, while the Gran Fondo riders jetted off to quad-burning exertion and glory on Bear Mountain.

I started out with a team that had been kind enough to include me in some of their weekend training rides and which finished the Gran Fondo in the top five. (Congrats guys and Jamie. You are truly awesome!) However, my ride back to the finish line near the base of the George Washington Bridge turned out to be surprisingly solitary, because there were fewer takers for the Medio than I might have expected.

Hincapie Was in the House

One of the race organizers told me later that 95 percent of the more than 2,000 entrants, which reportedly included riders from 57 countries, came to race the 100 miles. In Italy, she said, the Medio is a competitive race and typically draws a larger crowd than the Gran Fondo itself. But here in New York, the Medio is considered a touring event. It gives recreational cyclists a chance to share the road with the racers (including George Hincapie, the pro who rode with Lance Armstrong in all seven of his Tour de France victories), and it rounds out entry sales.

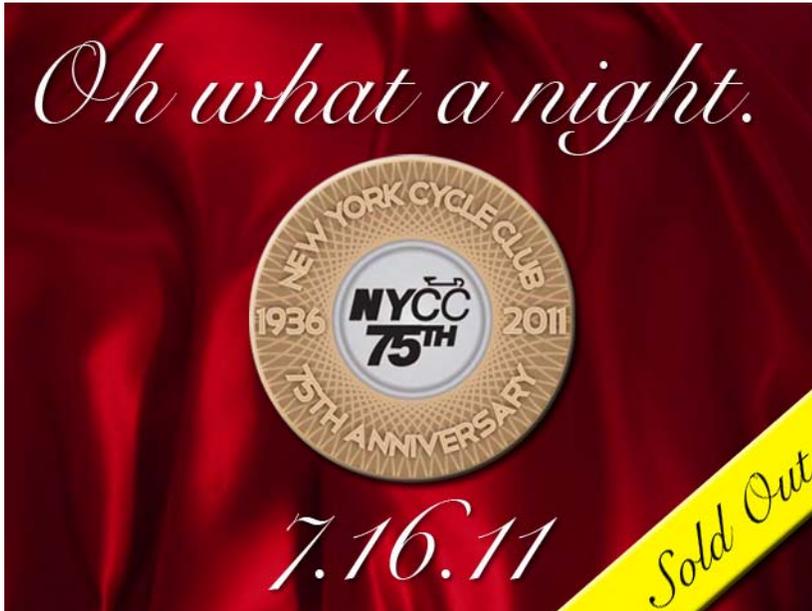
I guess I chose to look at it a different way, though. To me, the Medio was the equivalent of Gran Fondo Lite. It was a chance to try it on for size and to see if riding the full race is something to which I might aspire next year. I've ridden century rides, mostly for charity and on flat terrain, but this event put me in a starting corral, had me negotiating a tight downhill from the bridge and gave me a taste of steeper climbs than what I'm used to.

A Novice's Mistakes

Sure I made silly newbie errors. Example: As I approached the first climb at mile 35 called *Colle della Punta Rocciosa* (which translates, I think, roughly into "Bad-Ass Hill that Will Make You Wish You Had Trained Harder") I heard shouts of "Go! Go!" So I hit the gas only to discover that the first timing mat was still many meters in the distance. Consequently, I burned up a bunch of energy too early and struggled to the top.

I came away from that and other experiences on this outing with 1) a deeper respect than ever for the mind-bending strength that elite cyclists possess, and 2) a hunger to improve my technical skills and training for a try at the 100-mile race next year.

Ultimately, while the Medio was a great experience, it was a bit like eating reduced-calorie ice-cream – tasty, but not as satisfying as the full-fat version.



To celebrate NYCC's diamond anniversary year, you're invited to a very special event.

It will be a day of riding and a night of partying like none the club has ever known -- a *Gala*, filled with entertainment, history, friends and fun.

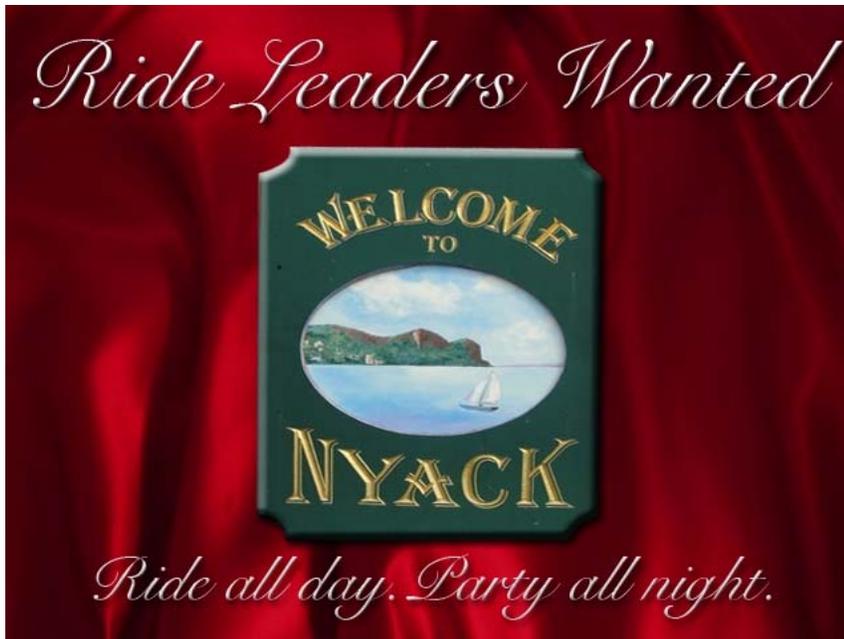
Come honor the legends of the Club, past, present and future. Come hungry. And get ready to dance.

When: Saturday, July 16

Rides: 9:00 am @ the Central Park Boathouse

Party: 7:00 pm @ reBar, 147 Front Street, Brooklyn

The Gala is currently sold out! Watch the Message Board for the announcement of possible additional ticket sales!



NYCC 75th Anniversary Gala 7.16.11

For 75 years, the Club's legendary leaders have taken us on legendary adventures. To celebrate our diamond anniversary, we're having a day of very special rides.

On that day, ten Club members will earn the honor to lead us on ten rides to Nyack. To be one of them, send a description of your ride to gala@nycc.org.

In 150 words or less, tell us what makes your ride legendary. What's the route? What's the theme?

If chosen, you'll win the opportunity to lead one of ten rides to Nyack, and receive one of ten 75th Anniversary Leader Caps.

Rides may be entered in the following classifications:

C12 * C13 * C14 * B15 * B16

B17 * B18 * A19 * A20 * A21

All rides will leave from the Loeb Boathouse in Central Park at 9am on Saturday the 16th, and meet in Nyack for lunch. [Public transportation](#) by bus is available for those who choose not to ride.

Entries must be submitted by midnight on Wednesday, July 6. Winners will be selected by the Gala Committee, posted on the [Message Board](#) and listed on the [Rides](#) page on Friday, July 8.

2010 Ride Leader Jersey Distribution



We will begin distribution of the Ride Leader jerseys (58 people qualified by leading 12+ rides in 2010) at the NYCC Club meeting on Tuesday night, June 14.

Even if you don't intend to stay for the meeting (C-SIG and A-SIG graduation), please stop by Annie Moore's any time after 6:30pm to pick up your jersey.

Also, we will be giving out the water bottles to the 46 people who led 3+ rides. Socks are still two weeks away from delivery -- we will hand those out at the July meeting.

Jerseys can also be picked up from Adrienne Browning at her apartment (Upper West Side) most nights (or they can be left with the doorperson). Please email Adrienne at adrienne.browning@db.com to make these arrangements.

NYCC After-Ride Happy Hour at P.D. O'Hurley's Hudson Beach Cafe!



We are planning a happy hour after your ride! On your way home from your ride, stop by and mingle with your fellow NYCC members.

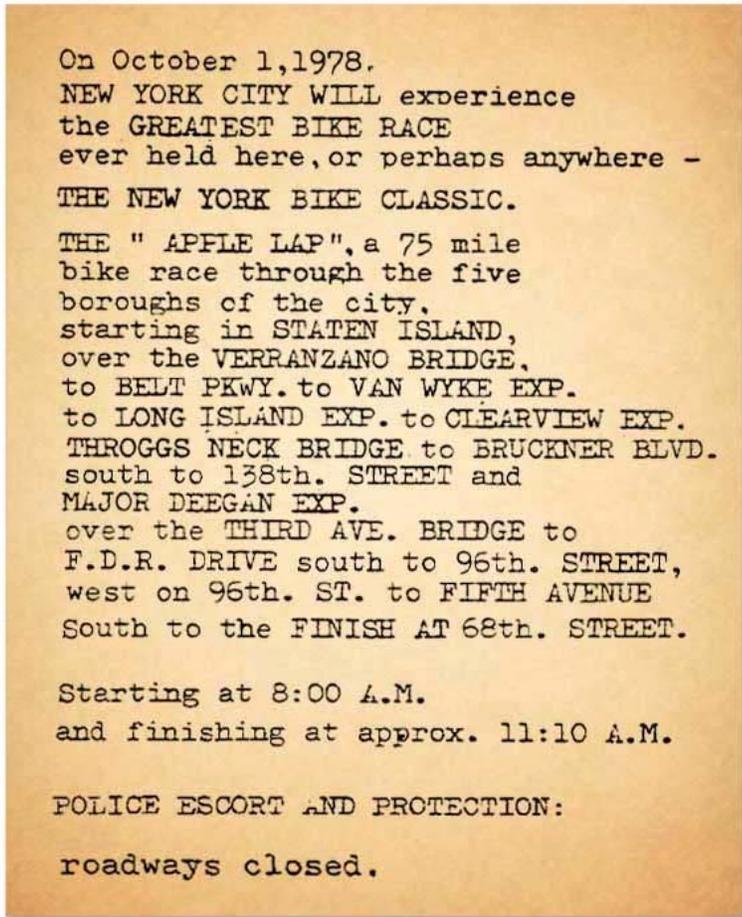
Date: Saturday, June 18

Time: 2:00 pm - 5:00pm

Where: [P.D. O'Hurley's Hudson Beach Cafe](#), at West 105th Street and Riverside Park; enter at 103rd and Riverside Drive and walk down a winding leafy path to the concrete patio, where rows of café tables surround a makeshift bar

Past NYCC Bulletin Snippets

1978 New York Bike Classic



NYCC Then...

NYCC has 140 members. Among club assets: typewriter, silk screen, heat transfer inventory.

1980

The future of the annual ride, "In search of the Nude Beach" is threatened by "Operation Shorebird", a proposal of the National Park Service at Sandy Hook that seeks to criminalize skinny-dipping.

1995



Memorial Day '85: Marathon Marvel

The NYCC riders gave a good account of themselves in the recent 24-hour marathon in Central Park during the Memorial Day Weekend. Lin Ehrlich placed second, and Arlene Brimer placed third in the Women's Division. During the 24-hour period, both Lin and Arlene rode 272.95 miles each....

In the Men's Division, Ken Sloan placed first and Alex Bekkerman placed third. Each of them rode an unbelievable 442.90 miles during the 24 hours....

The top three competitors never got off their bikes during the 24-hour period. Their diets, at least for Ken, consisted of bran muffins, cheese or peanut butter and jelly sandwiches, whole wheat brownies and a variety of fruits, mostly bananas and orange slices.

Top 10 Reason to Join

What??? You still haven't decided whether or not to join the SIG? Last month's Top Ten reasons weren't enough? Just read this list of past accomplishments. SIG graduates have:

- won the rainbow jersey of the World Champion.
- placed in major national and regional races.
- attended cycling camp at the Olympic Training Center.
- won their age-group in triathlons and duathlons.
- completed the 750-mile Boston-Montreal-Boston tour.
- cycled across America.
- frolicked in the sand on the Nude Beach ride.
- gotten married and had children.
- never been seen on a bicycle since.

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**NO RIDE IS TOO SMALL
OR TOO LARGE IF THERE
IS A LEADER FOR IT!**



New York Cycle Club Bulletin Archive, 1981

"A" RIDING TECHNIQUES by Chris Mailing

GROUP RIDING (The last in a series of four articles)

Personally, I have strong feelings about group riding techniques. As I see it, many "A" riders, as well as others, are sorely lacking in group riding skills, so this article is perhaps unique among the series in being directed at both present and potential "A" riders.

If there are half a dozen or more riders in the group, the group should generally ride close together, two abreast, in the right half of the right lane. More important than the aerodynamic efficiencies of such an arrangement are the practicalities of the group's fit with traffic. When riders ride "all over the road", the group has to be continually wary of approaching cars, which will generate shouts of "car back" (the bane of cycling), while each member of the group engages in a free-for-all battle for road space near the curb. It is much more sensible to ride predictably and consistently in the right half of the right lane, where, with few exceptions, the group can let cars find their own way past, without forcing a realignment of the group. There is nothing worse than incessant yells of "car back", which, I have observed, are typically made by the one individual in the group most likely to be hit while riding the center line. Exceptions to the "two abreast in the right half of the right lane" rule are encounters with rough pavement and narrow or heavily trafficked roads, for which everyone has to use their judgement. Riding two abreast is legal in New York, unless riders are blocking traffic, at which time cyclists are required to ride single file.

The aerodynamic efficiencies of group riding result from drafting, in which the front pair of riders "break the wind", or "pull", for the rest of the group. Developing the ability to "ride a wheel" is required to take advantage of these efficiencies. The group should maintain a smooth and steady pace at which everyone can ride comfortably in close quarters. The use of brakes or any sudden movements can be particularly dangerous. Riders should not stare at the wheel or rider in front of them (a common mistake of novices), but watch the road ahead, glancing at the wheel ahead of them periodically to check their distance (much as a car driver glances at the speedometer to check his speed). Each rider should use the wind to control their speed, rather than their brakes: if you start gaining on the rider in front of you, coast out alongside him to let the wind slow you down. Try to follow a rider's hips, which are the approximate center of gravity, and not his wheel, to learn of changes in direction. Be particularly conscious of the other riders around you when moving around another rider or an obstacle in the road: never swerve or brake suddenly. Always pedal over bumps with your weight off the saddle in order to maintain speed and absorb road shock simultaneously.

The front pair of riders should announce obstacles or holes in the road that could cause an unaware rider to lose balance. If the group is large, other riders should echo the call for the benefit of riders who may not have heard the original. It is often helpful to point out the hole or obstacle in order to help other riders maneuver around it.

An advantage to group riding is that strong riders can help weaker ones, while everyone travels in a group, at the same speed. Stronger riders should take longer and more frequent "pulls" at the front of the group, where they are breaking the wind for the others. If the riders are evenly matched, each rider should share the workload by rotating within the group. Once a rider has done his share, he should "swing off" to the side and coast to the back of the group, while the rest of the group maintains its pace. A common mistake of novices is to accelerate past the rider who has swung off, requiring the rest of the group to sprint to catch up, thereby wasting energy. When riding two abreast, both of the front riders should swing off simultaneously (after checking for traffic to the rear), one to each side, allowing the pack to ride through between them. Once you have swung off the front, and the last rider in the group is approaching from behind, start accelerating gradually, so that your bikes are moving at the same speed as the last rider moves past you. Novices often wait until the last rider is past before accelerating, requiring a sprint to catch up.

When breaking the wind for others, always pedal down hills. The other riders, who are slipstreaming behind you, will keep up without pedalling. If you coast, they will have to brake in order to stay behind.

Learning to ride a wheel well is primarily a matter of practice. Find a rider who rides smoothly and steadily in a straight line to practice behind. If a mistake is made, and one rider runs into the rear of another, the rider to the rear is much more likely to fall. If you find yourself overlapping someone's rear wheel with your front one, hang onto the handlebars with all your might and lean on their rear wheel. As the wheels clear, you will swerve suddenly in the direction to which you were leaning, (hopefully) bringing the bike back under you. If you do fall (and everyone who hasn't will, sooner or later), hopefully you can be philosophical about it, smile, and say that you learned something from the experience.

Both Bob Friedman (who has helped me "proof" the content of these articles) and I would welcome the opportunity to discuss the details of the ideas outlined in this series, or answer any questions you may have.

NEXT MEETING

→ TUES. - DEC. 19 ←

Rinaldo's Penthouse
(≅ flites up)

- INSTALLATION OF NEW BOARD
- HINTS FOR WINTER CYCLING
- BOB HERZFELDER'S FINAL PROGRAM
Music, JoKs, Sing-alongs, Merriment