

# NEW YORK CYCLE CLUB INC.

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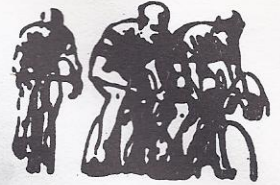
DEC. 1977

- INSTALLATION of OUR  
NEW BOARD of DIRECTORS  
(Who are the Members-at-Large?)
  - AWARDS - serious & Jocular
  - SCENES in the ROCKIES  
by Joe Randel
- ➡ TUES. Dec 20 ➡  
RINALDO'S REST. (1 flite up)  
32 E. 32 St. (near Lex. Ave. L'cl.)  
6 PM - Cocktails, Conversation  
6:45 - Dinner, Conversation  
7:45 - Installation, Awards, Movies





# Rides For The Month



NO RIDE IS TOO SMALL OR TOO BIG, IF THERE IS A LEADER FOR IT !

Send your ride information in advance to V.P.-Rides (Rides Chairman) by 20 December for next January bulletin period ending in February, or contact him by phone if not at the monthly meeting in person.

- Saturday - TRAINING SESSION SERIES #5, "C". Bill Baumgarten, leader. Must  
24 Dec call in advance (212) 567-4628 to form a group. See article in bulletin elsewhere, and refer to 19 November ride.
- Saturday - TRAINING SESSION SERIES #6, "C". Bill Baumgarten, leader. Keep  
31 Dec calling as above.
- Sunday - NEW YEAR'S RIDE 20 miles "C", AYH joint event. Steve Bauman, le-  
1 Jan ader. Must catch 10:00 AM South Ferry to ride 10:30 on Staten Is-land. As a standard AYH policy; ride will be cancelled due to 32 degrees F or zero C, 15 mph wind for it's chill factor, wet or otherwise slippery road conditions.
- Monday - TENTATIVE NEW YEAR CENTURY 100 miles "A". "Ironleg" Jim Rex, le-  
2 Jan ader. Since he's no longer able to take time off from holiday fam-ily obligations, he'll try next to take off a day from work to live up to his status quo. Call if interested (212) 381-7180.
- ALL MONTH - DIAL A RIDE "A-B" between 50 & 100 miles each weekend. Call in  
advance Dan Smith, leader's winter ride clearing house to form a group riding toward Bear Mountain. Milage will be determined by callers' interest. Pho:(212) 533-3403.
- ALL MONTH - DIAL A RIDE (201) 327-7197 Harry Rutten, leader. Willing to take  
rides in the N.J. area as usual. Length of rides will be deter- mined by callers' interest, but call early.
- ALL MONTH - DIAL A RIDE mostly "A" and Sundays only. "Ironleg" Jim Rex, le-  
ader will be heading to the I.U. Willets marked routes from bor- der of Brooklyn & Queens, if precipitation predicted than to Cen- tral Park. Call early to form group, (212) 381-7180.

NO PREVIEW OF ADDITIONAL RIDES HAVE BEEN RECEIVED

## REGULAR RIDES - LEADERLESS

CENTRAL PARK	10:00 AM	Sat. & Sun.	from Boathouse
BEDFORD VILLAGE	10:00 ,,	Sun. ,,	Firehouse
WESTCHESTER	9:15 ,,	Sat. ,,	Milkmaid Diner
LONG ISLAND (Roslyn)	10:00 ,,	Sat. & Sun. ,,	I.U. Willets School parking lot
EASTERN LONG ISLAND (Bridgehampton)	10:00 ,,	Sun. ,,	Soporific Bike Shop Montauk Hwy (Rt 27)



SUPPLEMENTARY DATA OF SCHEDULED RIDES

DECEMBER

	73	*74	75	76	77
A	1	(1)	4	1	5
B	-	(4)	5	5	6
C	-	-	-	5	3
D	-	-	-	-	-

DECEMBER

	73	*74	75	76	77
Saturday	-	(2)	4	5	2
Sunday	-	(3)	4	6	11
Other	1	-	1	-	1

\* 1974 had a much milder than expected December weather and rides fared good prospects. In lieu of Eric Swenson Rides Chairman, who was cramming for his upcoming semester finals, Jim Rex submitted some rides just on schedule, to find out that the editor unexpecting put out his last bulletin earlier than usual while facing the prospects of an upcoming jury duty. Not letting this cramp his style, Jim rode 5 centuries nevertheless.

ANNUAL SUMMARY OF 5 YEARS

Yr	73	74	75	76	77	=5yr	%-age	Yr	73	74	75	76	77	=5yr	%-age
A+	1	3	10	14	13	= 41	6.21	Sat	5	10	26	60	85	=186	28.18
A	21	14	30	32	55	=152	23.03	Sun	61	56	80	114	128	=439	66.52
B	33	31	53	82	87	=286	43.33	Etc	3	7	6	9	10	= 35	5.30
C	13	24	17	51	64	=169	25.61	Sub							
D	1	1	2	4	4	= 12	1.82	Ttl	69	73	112	183	223	=660	100.00
Sub															
Ttl	69	73	112	183	223	=660	100.00								
%	10.45	11.06	16.97	27.73	33.79	=	100.00								

Ride Chairman contributions.

Bill HOFFMAN	69 rides/12 months of 1973	who initiated scheduled rides	= 10.45 %
Eric SWENSON	64 ,, 10 ,,	1974	= 9.70 %
Ron KAHN	86 ,, 6 ,,	1976	= 13.03 %
Jim REX	441 ,, 32 ,,	part of 74, 1/2 of 76, all of 75 & 77	= 66.82 %
	660 ,, 60 ,,		= 100.00 %

CONCLUSION. While the club would be come near static without a scheduled monthly ride program (considering it's size), it's also safe enough to assume from above that no additional advanced information of increased volume could contribute to any greater ride participation than it already has for some time. In fact it leveled off to the point in the effort of the Ride Chairman and all leaders combined to a diminishing return.

Not to alarm anyone though, we still be listing rides as usual. With the passing of time:members (many of them relatively new) will have an equal opportunity to sample all rides in manner of a normal democratic process, thus casting their vote on their favorite by showing up on the rides they learn to prefer. Personally I like all of them, and rotate my participation among them.

As a sequel to last month's caption of the Albany ride, Yours Truly too busy keeping up with a hot shot at the front managed to get lost on the Club Ride. Re-enforcing an old lesson, if you stay with the leader, you'll get there easier and faster. Speed wont keep you from getting lost on a 70 miles local ride with more turns, than from here to Montreal. Each ride has to be evaluated on it's own merrit, never under estimate any ride.

Jim Rex



In the course of my duties as Rides Chairman looking for precedent, and found very little besides the recalled stories of a couple of members who have been in the club for many years; it dawned on me to correct the problem for future purposes by recording recent efforts and accomplishments so my successor would have an easier time of it. Just to cover the last 5 years period was a greater task than I anticipated, maybe those who had tried before me knew sooner when to give up. It took me longer to learn about that part, and by then too far involved to quit. Now a system have been worked out that will require little effort to maintain the flow of such information, using very little time and space but has essential function.

The next remaining slack that warrants similiar improvement lies heavily on the shoulder of ride leaders to solve, but takes also little time and effort. The hard part is learning to use new habits while still judged by old standards.

With the proliferation of new additional bike clubs cropping up in our greater region practically every year since bike boom begun; each striving to do things better for it's members on a local basis than previously was possible, also encounters problems previously not anticipated as well. Since many of them had acquired their basic training in our ranks, they inherited some of our problems repeating some of our past mistakes too. When they going back to the old drawing board for precedence; we better be ready as a parent organization with plenty of advise, data, fact and experience that our sheer number lends itself, and does make possible.

No better way is that possible than maintaining joint rides where we can show how we practice what we preach, without encroaching on anyone's autonomy. There are those who mistakenly believe it would mix things up to the point where one club's activity would negate the effort of another, as if one man's gain would be another's loss. If that was true, the concept of gross national income wouldn't make sense either, nor would be GEAR such a successful event year after year. That claim may stem from a lack of faith if not maturity altogether, certainly not from valid experience. I'm sure time will bear me out on that, and as far as I'm concerned we keep an open door policy among all riders.

Life is what one makes it, but only in an atmosphere of live and let live that amounts to peaceful coexistence. Co-operation goes even beyond that, and calls for occasional effort to overcome differences that rise out of daily situations before getting out of hand, like preventive maintenance.

The most basic and mutual concern of all clubs are safety measures. We have members who had been hit by cars more than once. The record holder Billy Bauer of Bayville L.I. is an ace at this respect too, 10 such encounters and still racing strong convince me as a living miracle. I guess some of us endowed with stronger constitution than others also have control of pushing their luck in the right direction too. But for the less fortunate such emphasis would make little consolation. You can buy all kinds of gadgets that will improve the odds in your favor and still leave plenty that cant be helped. When such occurs the leader is expected to call for required help and notify relatives. For that reason as in most clubs, leaders in the future are asked to use an attendance list before the ride begins with address and phone numbers listed, and hope never having to use it. In which case can be tabulated toward ride attendance milage patches that are in the works for 250, 500, 1000 etc per year as proof.



# The Prez Sez...

This year our elections were, happily, quite tame compared to last year's. They resulted in a nice mix of old and new Board members. (Suspense! - The new Members-at-Large will be announced at the Dec. meeting on Dec. 20.) We look forward to the continuation, next year, of rides and activities which have proven popular this past year, and to the development of new activities including, hopefully, some method of transporting our members to distant meeting points for rides.

## REVIEW OF MAJOR EVENTS OF 1977

### 1) NORTHERN NJ & ROCKLAND COUNTY ALL-CLUB RIDE

This ride evolved from the initial enthusiasm and planning of Marie Caldiero and Susan Freireich who saw a need for an All-Club riding event. The first ride went up to Tallman Mtn. Park, but since then it has developed into the simultaneous running of three loops of differing distances and paces into northern NJ and Rockland county. The three groups ultimately converge on a picnic area where they enjoy lunch and conversation before heading back to the Geo. Washington Bridge at their own paces.

This event has been steadily increasing in popularity, thanks in great measure to Harry Rutton's efforts in leading the 'A' group up, over, and thru the Rockland county hills. Next year, even though he will be forming a new bicycle club in northern NJ, he will still lead rides for NYCC, including the 'A' portions of this ride.

Of course the 'B' and 'C' portions are very significant too. They have been a source of pleasure to so many of our "moderate" and "easy" riders who had not yet discovered the lovely cycling waiting for them up there, and they have been a good training ground for future club leaders. The major drawback to cycling in NJ is the fact that we have to go home. I mean, that we have to climb to the top of the Palisades some how. We keep scouting new routes, but they all have hills. Maybe they were put there so that you would understand my admonition to get low gears.

### 2) HISTORIC, NATURE LOVER, AND SCENIC DESTINATION RIDES

Lorraine Gewirtz and Sherman Cohen have developed a series of rides which are enthusiastically enjoyed by many of our members. Altho the rides are usually "easy" in length and riding pace, they are exciting in a way which the dedicated "road runner" may not understand. These new rides have broadened the spectrum of our rides and are a very welcome addition to our schedule.

### 3) THE CARTERS AND THE STATEN ISLAND RAPID TRANSIT

Eric and Gloria Carter have established successful liaison with the S.I.R.T. This enables them to plan trips into historic and less built-up areas of Staten Is. After a ride thru some of these areas, the bikers can take the train from Tottenville, at the southern tip of S.I., back to the ferry terminal at St. George. There is enough varied terrain to meet the needs of 'B' and 'C' riders. With a little imagination in the use of the Staten Is. hills, the 'A' riders can get their fair share of fun, too. This area may turn into another one for an All-Club Ride.

Our Brooklyn riders will be able to use the experimental bike busses across the Verrazano Bridge to link up with the Carters.



#### 4) ALLAMUCHY SPRING AND FALL FOLIAGE TOURS

This is another of Harry's babies which is growing into a club tradition. We like to share this one with the Metuchen Bicycle Touring Society since it is in their riding area. Sadly, it requires a car and time to get to, but it is really delightful riding on almost carfree roads. Don't necessarily get a car, but do get into B shape, and get a lift for the next one.

#### 5) A WEEKEND IN THE NEW HOPE-LAMBERTVILLE AREA, VIA AMTRAK

Since many of our NYCC members do not have cars, Chuck Loper and Al Goldberg conceived and scouted a two day weekend ride, using Amtrak to get to Trenton and the Delaware River area. The participants, after a full day of cycling in lovely country and an overnight in Lambertville with a side visit to New Hope, ride back the 70 miles to NYC thru scenic countryside. This is a promising weekend event for 'A' and 'B' riders.

#### 6) TENNANAH LAKE LODGE LABOR DAY WEEKEND

Bob Herzfelder's continued efforts for this event resulted in a great weekend. (I've asked him to look into methods to prevent "busted backs" from occurring to innocent tire pumpers.) Despite some hills, the riding and scenery are gorgeous, and our hosts are very cordial and cooperative. Be sure to enjoy this weekend with us next year.

#### 7) CLUB JERSEYS

After shuttling back and forth with one prospective supplier, then another, the club finally settled on a third. He supplied us with a gold colored acrylic jersey with our name, in its traditional style and location, silk screened in black by Les Bercow. These jerseys are still available. It would be a pretty sight if all of us who are going to GEAR'78, to be held on the Memorial Day Weekend in nearby Pennsylvania, would be wearing one. Contact Bill Recht for yours.

#### 8) THE WESTCHESTER BIKE TRAIN DIES

We unfortunately lost this event, which I, with the help of many cooperative leaders had the satisfaction of pioneering. The railroad costs of \$400 are simply too much for our club to handle successfully. I also didn't like the waiver we had to sign for the satisfaction of the railroad's lawyers. I felt that we were signing away all rights in case of an accident which had nothing to do with our bikes.

#### 9) FRANK SANCHEZ NIFTY-FIFTY -- A MAJOR EVENT IN THE MAKING?

Altho the rain in Oct. and then the snafu of a seriously delayed club bulletin in Nov. (caused by a dumb goof in the post-office) prevented our own club members from participating in Frank's Nifty-Fifty, it was certainly nice that '74 Trenton Tourers were able to enjoy his ride. (See Frank's write-up for details.) What a turn-out! And, according to his attendance sheet, one third of them were women! (The Delaware River country must be really good for developing avid riders.)

I was particularly impressed with the "road savvy" of the Trenton Tourers. Frank reports, "Our pace line is broken into sub-groups of five or six people." This technique permits passing cars - yes, they have a right to be on the road, too - to duck into the open spaces whenever oncoming traffic prevents their passing in the left lane. And squonks, surprised on the road by a column of whizzing cyclists, can slip thru the openings to safety in the grass. We should all learn to ride in this considerate manner; it is safer, too.



FROM THE VEEP'S DESK

This will be the final chapter from your VP for 1977. Let me start it by wishing each and everyone of you a healthy and happy holiday season.

Hopefully in the coming year we will present a bigger and fuller rides program than this year; and certainly this year's program was a definite improvement over the past. Jim Rex, our rides chairman who did such an outstanding job will again be on hand as vice-president of rides. Our outgoing president, Irv Weisman who did a wonderful job of pulling the club together after the fiasco in 1976 will be on the board-of-directors where he will still be in a position to give valuable advice and assistance. Our incoming president is a long time member of the NYCC and has served as vice-president during my two terms as president in 1970 and 1971. He steps into his new office with a wealth of experience.

As your vice-president again for 1978 I will endeavor to continue to bring you the type of programs which we presented during this past year. We have many members who have slide shows, movies which will be of interest to the club as well as people with technical know-how who can impart some of this knowledge at future meetings. We will also have auctions from time to time; and hopefully we may be able to present some guest speakers. We also hope to enlarge our program of weekend trips. Of course there is always GEAR on Memorial Day weekend; but your officers are making plans for July 4th, Labor Day, and other weekends.

This is your club; and we welcome any thoughts and ideas you may have which will make for making the rides and entertainment programs more to your liking. We are always on the look-out for new and innovative ride leaders, people with interesting slide and movie programs, and newer members who may have some new ideas as to the many facets of bicycling. Please don't hesitate to step forward and be heard.

Our final meeting of the year will be held at Rinaldo's on Tuesday, December 20th. This is our annual Christmas meeting and promises to be a "bang-up" finish to the year. The program will consist of the installation of the new officers and board members for 1978, awarding of prizes to deserving members plus an outstanding Joe Randel special and other entertainment. Since the accent will be on having a good time with as little time devoted to business as is possible. The more people who attend this meeting the more fun we will all have. Let's make this a big success. Let's get out and greet the new officers.

In closing I again wish you all the happiest of holidays, and the best for the New Year.

Bob Herzfelder

**IT IS TIME TO RENEW!**

Let's help the Board get started  
with a strong show of enthusiasm & CASH.  
Renewal form on p. 11



FALL AND WINTER TRAINING SESSIONS

(EDITOR'S NOTE- The following article was originally submitted for last month's bulletin, but space limitations caused it to be withheld. Because of this, I have taken the liberty of deleting any reference to dates which have already passed. CO)

Beginning on the weekend of Nov 19 a series of winter morning training rides for new riders and riders who want to learn to improve group riding skills, and maintain or improve their stamina and speed, are being conducted by Bill Baumgarten. Sessions will be held weekly on Saturday and/or Sunday, - Saturday preferred. Depending on the wishes and enthusiasms of the group, the leader will be willing to ride on both days.

The program will include individual and group riding techniques, including awareness of traffic, gear selection, gear shifting, signalling, keeping together, sharing the road, leading and cadence. Rudimentary maintenance and adjustment questions will be answered. Part of each two hour session will be devoted to one or more aspects of riding, and part to improving stamina and speed. The goal is solid "B" ride capability for regular participants.

The group will use Riverside Drive from 72nd St to the George Washington Bridge. Riverside provides diverse traffic conditions and interesting gradients and curves. The pavement is well maintained and generally free of litter. It is a marked bike route, and traffic is generally light during the hours we will ride.

Each month a tentative schedule will appear in the club bulletin. NO PARTICIPANT SHOULD SHOW UP FOR ANY SESSION WITHOUT FIRST CHECKING WITH BILL DURING THE WEEK. In the event of uncertain weather or lack of interest, the leader will notify each rider the night before the ride. Rain or snow falling on the morning of the ride automatically cancels the day's session.

BILL BAUMGARTEN

December schedule: Dec 10-11, 24, 31.

Time & Place: 9:30 - Riverside Dr & 72 St

Bill's phone: 567-4628 evenings until 10 - morning of ride 8 - 8:30

\*\*\*\*\*  
FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE  
\*\*\*\*\*

23" Motobecane "Mirage" 10 Speed Bicycle. Silver. Like new. Many extras, with zefal pump \$125

25" Motobecane Grand Record Frameset. Black and Red. Beautiful Reynolds 531 Nervex Lugs w/headset etc \$120 or best offer.

22½" (57 cm) Victor custom-built frameset. Superb frame with cut out lugs, brazed-ons including water bottle and d/t shifter bosses. Reynolds 531. Campy Headset and matching Silca pump \$180 or best offer

All of the above are being offered for sale by Lew Bodak, 9 Wellyn Road, Bronxville 10708. Call him on (914) 337-9460



OCTOBER 30 "A" "B" "C" CLUB RIDE-BIOTECHNICAL COMMENT

by Norm Shleifer

Leaving home by bicycle at 7:46 I arrived at the G. W. bridge meeting point about 8:50. I rode with the "A" group until they slowly pulled away from me at Closter and highway 505, but I assembled with them at Tappan at 10:31. From there I decided not to continue with the "A" group due to thigh fatigue, so I went alone north to Veterans Memorial Drive (rte 27) and took that across to Park Ridge- down Kinderkamack Rd. ending at Woodcliff Park at 12:15. At 2:10 I rode with the "B" group back to the G. W. bridge arriving at 3:55. From there I pedalled home. Based on my data I reached the following conclusions:

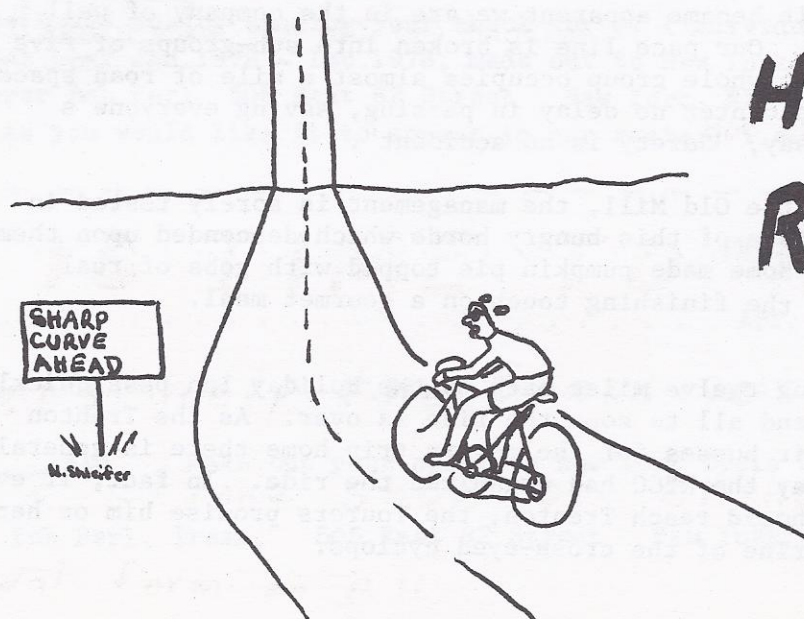
<u>GROUP</u>	<u>MILEAGE</u>	<u>VELOCITY</u>	<u>AEROBIC POINTS/HOUR</u>	<u>TOTAL POINTS</u>
C	36(calc.)	5mph	1	7.2
B	46(actual)	10.5mph	7.5	33
ME	76(actual)	11.3mph	9.75	65
A	70(listed)	12.6mph	11	61

As you can see, it is not necessary to ride at an "A" pace to do an "A" ride.

DROPPING(S) - AN ANALAGOUS SATIRE by Norman Shleifer

Have you ever gone out for a walk or ride on a nice sunny day and during your brief sojourn you would notice a pigeon high in a tree ejecting some particulate material? Now, imagine that by some magic you can shrink to the size of  $\frac{1}{2}$  millimeter and place yourself on the particle accelerating away from the pigeon. If you were to take measurements (assuming that you have a complete laboratory together with you on the particle) you would find to your great astonishment that it was the pigeon that was accelerating away from the particle!! THE MOTION IS ALL RELATIVE!!

Similarly, when I am cycling with a group of fast riders - an "A" group - and they succeed in cycling faster than me, they say that they "dropped" me. However, since motion is relative, and since they can not keep down with my pace, what really happens is that I have "dropped" them! Furthermore if the speed group (the Pellerutrexiles) can only feel comfortable if there is someone to "drop", their ride is not enjoyable unless they can speed away from someone. To me it does not matter. I can start with an "A" group and if they get ahead of me then I "dropped" them. I feel perfectly comfortable with a group or alone. I do not feel the least bothered when they say they "dropped" me because since it is all relative, I really "dropped" them. The main point is that cycling is more enjoyable when one does not get bothered about being "dropped". In the final analysis, the whole subject of "dropping" is for the birds!



**HEY, YOU,  
RENEW!**



## REPORT ON THE "NIFTY FIFTY"

Saturday, the 12th of November, dawned bright and clear at Riverhead, New York, rendezvous point for the "Nifty Fifty", a casual bicycle ride through the countryside of eastern Long Island. At the parking lot of the Holiday Inn where the ride was to actually start, activity was minimal; only the ride leader and two stalwarts from the LIBC were on hand as departure time approached. 8:35; 8:45; 8:50 ... nothing. Then the snarl of two Trailways busses on the expressway made itself heard. As the triumvirate watched in disbelief, the two busses swung through the curve of the exit ramp, crossed route 25 and pulled into the lot. Doors swung open and out poured bikies in profusion; 74 people in all. The Trenton Tourers had arrived!

A quick briefing about the ride, pump the tires, twang the spokes and an orderly start was underway. Circling the motel several times to space the riders left the spectators inside with their noses pressed to the glass and their eyeballs swiveling in their sockets.

And now we are on the River Road heading west past the quarter-horse farms dotting the area. The horses crowd the fence rail as the riders stream by. On past the sheep and ducks as we swing through the bottom of a figure eight and turn east on the return to the cross-over.

At this point the leader spots a rare Pennsylvania Squonk. The squonk is of a very retiring disposition, generally traveling about at twilight and dusk. Because of its misfitting skin, which is covered with warts and moles, it is always unhappy; in fact it is said, by people who are best able to judge, to be the most morbid of beasts. Hunters who are good at tracking are able to follow a squonk by its tear-stained trail, for the animal weeps constantly. When cornered and escape seems impossible, or when surprised and frightened, it may even dissolve itself in tears. One chap I know made a clever capture of a squonk by mimicking its cry and inducing it to hop into a sack, in which he was carrying it home, when suddenly the burden lightened and the weeping ceased. Looking into the sack, my friend found nothing but tears and bubbles.

As we pressed on toward the lunch stop at the Old Mill on Mattituck Inlet, it became apparent we are in the company of well disciplined riders. Our pace line is broken into sub-groups of five or six people. The whole group occupies almost a mile of road space. Occasional cars encounter no delay in passing, saving everyone's temper. As they say, "Safety is no accident".

Arriving at the Old Mill, the management is sorely tested in catering to the taste of this hungry horde which descended upon them without warning. Home made pumpkin pie topped with gobs of real whipped cream put the finishing touch on a gourmet meal.

The remaining twelve miles back to the Holiday Inn pass quickly in conversation, and all too soon the ride is over. As the Trenton Tourers board their busses for the return trip home there is general acclaim for the way the NYCC had organized the ride. In fact, if ever any NYCC member should reach Trenton, the Tourers promise him or her a visit to the shrine of the cross-eyed cyclops.



# AYH COURSES

Become your own favorite mechanic.

## Bike Repair Courses

In response to great popular demand, Bike Committee is cranking out another two in its series of Bike Repair Courses for 1977-1978.

Bike Committee's basic Repair Course consists of a series of four lecture/demonstration classes which are designed to teach the fundamentals of bicycle repair and maintenance. Each lecture/demonstration covers a different aspect of bicycle repair and care. All lecture demonstration classes are held at AYH, 132 Spring Street in Manhattan, and begin at 7 p.m. The cost of an entire, four-session Lecture/Demonstration Series is \$10; individual sessions are \$3 each.

The schedule for the Bike Repair Courses that will be given during December and January is:

- Series II
- Thursday, December 15th
- Thursday, December 22nd
- Thursday, December 29th
- Thursday, January 5th
- Series III
- Monday, January 9th
- Monday, January 16th
- Monday, January 23rd
- Monday, January 30th

Class size is limited. Sign up now, so you won't be disappointed! Advance sign-up can be done either by mail or in person at AYH. If there is still space available, sign-ups for an entire, four-session Lecture/Demonstration Series will be allowed on the first evening of the series and for individual sessions on the evening of the session. For further information on the Bike Repair Courses, see the "Schedule of Activities" (Day Bike Trips) in this issue, or call AYH, (212)431-7100.

## Buying and Fitting a Bike Seminar

In addition to its Bike Repair Courses, Bike Committee will also be offering, just in time for the Holidays, its Buying and Fitting a Bike Seminar on Thursday, December 1st, at 7:00 p.m. at AYH. The Seminar will cover the information necessary to make an intelligent decision about frame size, gearing, derailleurs, etc. The fee for the Seminar is \$1, and no advance sign-up is necessary.

## Care and Repair of Tubular Tires

On Thursday, January 12th, starting at 7 p.m. at AYH, Steve Bauman will be giving a lecture/demonstration on the care and repair of tubular tires. This course is a must for anyone who presently uses, or who is thinking about starting to use, tubular tires. The cost of the session is \$1, and no advance sign-up is necessary.

Please **RENEW NOW** by sending your check for \$7 (individual) \$10 (couple), for the calendar year Jan.1978 - Dec.1978, made out to New York Cycle Club, Inc., to our Treasurer Bob Perl 505 East 82 Street New York, NY 10028. Please spell your name as you would like it to appear in our roster, i.e. nicknames are fine.

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NAME . . . . . PHONE . . . . .

ADDRESS . . . . . APT. . . . .

CITY . . . . . STATE . . . . . ZIP . . . . .

\_\_\_\$7 \_\_\_\$10 Make out your check to New York Cycle Club, Inc.

Mail to: Bob Perl, Treas. 505 East 82 Street New York, NY 10028



## ADDITIONAL NOTES ON BIKE REPAIR COURSES

I, Irv W., have been asked by flattering member-friends to teach a course in bike repairs and maintenance. (I helped to revise and then taught course in bike repair at AYH in 1975.) If you are interested, call me at LO2-7298 for details. Cost \$25. I'm also collecting Brownie points in heaven (and modest money on earth) for consulting and/or modifying bikes for lower gears. Almost everybody needs them.

Another member repeats his previous notice. BICYCLE REPAIR INSTRUCTION WORKSHOP. Learn all about bicycle repair by doing it under supervision. A Dec. class is now forming. For details, call (212) 652-6176.

And for those who don't like to get their hands dirty, remember Jerry Pellegrino can be contacted at (212) 831-8146.

## DINNER AT RINALDO'S

Go directly to the bar to place your order with Helga. Then, if desired, buy a drink from Helen and help yourself to the hot hors d'oeuvres.

If no dinner, you can enjoy the hot hors d'oeuvres and coffee (later) for \$2. But do not occupy a place at a dinner table if you have not ordered dinner. A table will be available for those not having dinner. Come when you can.

NEW YORK CYCLE CLUB, Inc.  
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FIRST  
CLASS

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