

October
1978

OCT. 1978

New York



Cycle Club Inc.

PRESIDENT and
INFO. CONTACT

Bill Cooper
183 Wyckoff St.
Brooklyn, NY 11217
(212) 596-9537

V.P. - PROGRAMS

Bob Herzfelder
245 West 107 St.
New York, NY 10025
(212) AC2-0853
(after 7:30 PM)

V.P. - RIDES

Jimmy Rex
17-14 Putnam Ave.
Ridgewood, NY 11227
(212) 381-7180

TREASURER

Robert Perl
505 East 82 St.
New York, NY 10028
(212) 988-2232

BULLETIN EDITOR

Irv Weisman
70 Marble Hill Ave.
Bronx, NY 10463
LO2-7298

SECRETARY

Sara Flowers
111-50 76 Road #4L
Forest Hills, NY 11375
(212) 544-9168

CIRCULATION MGR.

Mel Shleifer

MEMBERS AT LARGE

Les Bercow
Phil Giles
Bill Baumgarten

PAST PRESIDENT

Irv Weisman
(212) LO2-7298
(212) 650-8075

NOMINATIONS TO DATE

PRES. - Wm. Cooper SEC'Y - C. Mailing
V.P. PRGRM - L. Gewirtz CIR. MGR. - M. Shleifer
V.P. - RIDES - I. Weisman M-AT-LGE - E. Flowers
TREAS. - ~~L. Hollander~~ Al Goldberg Wm. Knight
EDITOR - C. Hildebrandt Jim Rex

Gary Krzywicki
L. Hollander

→ GUEST SPEAKER ←

William J. Stutman, Esq.

- Local Laws on Bicycling
- Accidents, And What To Do
- Insurance Aspects

FINAL

NOMINATIONS

NEXT MEETING - TUES. Oct. 17

RINALDO'S REST. 32 E. 32 ST.
(between Park and Madison Aves.)

6 PM - Socialize, Hot Hors-doeuvres, Dinner
7:45 - Business, Guest Speaker



Rides For The Month



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

Mail your ride information in advance to V.P.-Rides by 17 October for next November Bulletin period ending 10 December. Refer to "Ride Previews" to minimize conflict with other events. Also forward the turnout results to Jim Rex after the ride.

14-15 Oct, See earlier listings in last bulletin also.

Saturday- DELAWARE WATER GAP 25-40 approximate miles C+ or B depending on
14 Oct. turnout. Frank Sanchez, leader. Leaving Ho Jo parking lot (exit 53 on I-80) at 9:00 AM, for a round trip along the Jersey side of Delaware River. If you stay over night, you can catch the nearby "Allamuchy Foliage" ride next day with Harry Rutten.

Sunday - 25 MILES IN 3 HOURS "C" joint ride. Mike Gerber, leader continu-
15 Oct ing series repeat performance. Meet 10:00 AM at Flatbush & Nostrand Aves.

Sunday - Mt. IVY RALLY , N.J. 75-90 miles "A". Max Vickers, leader. Ride
22 Oct 8:00 AM from Grant's Tomb (Riverside Dr. & 122nd St) on a foliage tour of Bergen and Rockland counties on mostly untravelled roads. Catch the full glory of autumn, stop for apple cider. Or grind the climbs and enjoy swooping downhills. Use the opportunity to drop everyone or just get lost. Breakfast enroute, picnic on the Hudson for lunch, have icecream in Nyack. More info by Max (212) 877-7397 (keep trying). 50% chance of precipitation will automatically cancell the ride.

Sunday - 75 MILES IN 7 HOURS strenous "A" hilly joint ride. Steve Bauman,
22 Oct leader. Meet 8:30 AM at Fordham Rd. & Grand Concourse, the Bronx for a Westchester round trip.

Sunday - STATEN ISLANDER 16 "D" & 30 "C" miles. Eric & Gloria Carter, co-
22 Oct leaders. Catch 9:00 AM South Ferry (25¢), start to ride 9:30 on S.I. exit side with your leaders waiting. After a 16 mile trip you could return by train (\$1.00), or cycle back. All according to turnout.

Sunday - 50 MILES IN 5 HOURS "B" joint ride. Mike Gerber, leader. Meet
29 Oct 8:30 AM at Flatbush & Nostrand Aves for a ride in Bklyn.

- - - - - MAIN SEASON & 1978 ride tabulation ends - - - - -

NOTE! All AYH joint rides will be cancelled till March 1979 if one of the following conditions exist one hour beforehand; any probability of precipitation, icy road condition, temperature under 32 F, or 15 mph wind.

Likewise Jim Rex's "Icebreaker" preliminary research indicates choice of similiar nature by riders, except for a handful of ocassional die hards. By mid-August predictions we head for a colder than average Autumn. It may be indicative of the two previous winter records we had. If so, April will bring the blooming revival of cycling back - according to past results.

----- Off season & 1979 ride tabulation begins -----

Sunday - HUDSON RIVER SCENIC ROUTE TO PIERMONT. 38 miles, "B-" Ldr. "Upright" Irv
5 Nov Leave Grant's Tomb at 8:30 AM, or G.W. Bridge (178 St. & Ft. Washington Ave) at 9 AM. Scenic ups and downs along the Hudson, lunch in a converted Piermont garage. Relatively easy return route except for final climb up the Palisades.

Sunday - 25 MILES IN 3 HOURS "C" joint ride. Mike Gerber, leader. Meet
5 Nov 10:00 AM at Flatbush & Nostrand Aves, Bklyn.

Sunday - PHANTOM RIDE 25 miles "C" joint ride. Steve Bauman, leader. Catch
12 Nov 10:00 AM South Ferry for a 10:30 Staten Island ride.

REGULAR RIDES - LEADERLESS

CENTRAL PARK	10:00am	Sat & Sun	from Boathouse
BEDFORD PARK	9:15am	Sun	" Firehouse
WESTCHESTER	9:15am	Sat	" Milkmaid Diner
LONG ISLAND (Roslyn)	10:00am	Sat & Sun	" I.U. Willets School
EASTERN LONG ISLAND (Bridge Hampton)	10:00am	Sun	" Soporific Bike Shop Montauk Hwy (Rt. 27)

October Rides Summary

	D	C	B	A	Total
Saturday	-	1	-	-	1
Sunday	1	3	2	2	8
	1	4	2	2	9

RIDES PREVIEW

		D	C	B	A	From
Nov 18	- Alpine Trail		27			NYC
19	Westchester Hill Climber				75	Bronx
,,	25 in 3		25			Queens
Dec 2	Alpine Trail			40+		NYC
Jan	New Year Century				100	NYC
Apr	3 wks European Bike Tour			1		Vienna
May	TOES			1		LI-East
June 2	2nd Annual International Bicyclist Day	!	!	!	!	World wide

NOTE: dates and events may be subject to change as compatibility with one another sometimes could warrant. As a general practice of "first come first served" prevail among ride leaders for choice dates, and the above is offered to guide them toward that end. When we speak of short rides with starting points far apart this may be of less concern than with longer rides. When objections to this end could not be resolved before press time, the rides were listed accordingly so as to let the riders pick their favorite event. On the whole it has worked so well, that this principle was successfully carried on during past season among variety of bike clubs on a greater level.

3rd QUARTERLY - RIDE RESULTS
(May, Jun, Jul)

by Jim Rex

1976	Sub Totals	C	B	A
Leaders	21	3	9	9
Cancelled	8	2	5	1
Trips	38	3	16	19
,,milage	3982	65	1053	2864
Riders	519	31	254	234
,,milage	54061	715	9925	43421

1977				
Leaders	43	15	15	13
Cancelled	9	1	4	4
Trips	56	21	19	16
,,milage	3241	470	837	1934
Riders	1027	217	505	305
,,milage	61711	4072	22858	34781

1978				
Leaders	25	7	5	13
Cancelled	12	4	4	4
Trips	46	11	11	24
,,milage	4083	295	596	3192
Riders	1810	772	277	761
,,milage	127183	17637	18577	90969

RIDE RESULTS, follow up of previous bulletin pages 8 & 9

			trip miles w/	8 riders	868 milage
Aug 19	Long Island Circus	111			
,,	Bike Train #3	15-40	,,	119	,, 4210
,,	Overland Over Sea	30	,,	16	,, 480
20	Three Borough 1/2 Century	50	,,	11	,, 550
,,	Scenic Hudson ...	65	,,	6	,, 390
,,	Saddle River	34	,,	4	,, 136
27	Rhineback Century	100	,,	20	,, 2026
,,	N.J. Loop	50	,,	5	,, 250
Sep 2,3	Lake Tenanah	40-45	,,	14	,, 1170
,,	Wildwood State Park	75-30-20	,,	14	,, 1750
2	Bike Train #4	20-131	,,	58	,, 1271
4	,, #5	Cancelled	,,	-	,, -
10	Bear Mountain Century	104	,,	46	,, 4784
,,	Patch Ride	50	,,	5	,, 250
16	City Island	36	,,	16	,, 576
17	25/3	25	,,	8	,, 200
,,	Hi-Point Hundred	100-75-50-25	,,	180	,, 13525
,,	,, Extender	115	,,	7	,, 805
Totals				537	,, 33241

IRONLEG GETS AHEAD HIMSELF! His latest discovery between 172,707 pushups and 91,595 situps that he finished 100 Century rides in 4 years last summer, not even counting Doubles and Triples and missed to brag about it.

P.S. 3 pages of ride information was sent to editor 27 September

Memo To The Stockholders

I took my stress test at the Institute of Sports Medicine and Athletic Trauma. Broke the bike. Really, I burned it up! The bicycle was faulty. They put me on their spare which did me in in short order. Gil Gleim said, "You're not an A rider are you?" Rather than explain all about "long C rides", I just said, "Yes."

My condition is only average. There is no problem with the heart. But I should extract more oxygen from the air taken in, and will have to do something to improve this. Knees -- the knee caps are loose, very loose. As long as my quadriceps remain strong, there should be no problem.

I urge all members to take this test. You will learn what is good and what is not so good about your condition.

The patches for the June Club Rides will be ready in October; by the meeting date, I hope.

Nominations for next year's officers are open. Now is the time to change the club. Now is the time to quit grumbling and do something to make the club more as you would like it. Run for office. If you elect a different president, these columns may improve.

FROM THE VEEP'S DESK

Fourteen NYCC members showed up at Tennanah Lake for the Labor Day get-together. Although the turn-out was poor everyone enjoyed the beautiful weather, scenic cycling, swimming, and festivities in general. The food was very much improved over that furnished on the July 4th weekend. The Saturday ride took us around Tennanah Lake through Obensberg, Fremont Center, Melissa, Callicoon, North Branch, and a lunch stop at Callicoon Center. This is beautiful country with several moderately steep hills. The ride covered about 40 miles and ended in Roscoe. On Sunday we car-topped to Downsville, and rode along the Pepacton Reservoir to the bridge about half-way up this reservoir. After crossing the bridge we rode on a scenic farm road to Andes where we lunched. Some of the group went swimming in the large outdoor pool. The trip back to Downsville was mostly down hill. What could be nicer. This ride was 50 miles.

I would like to give special mention to Dave Emanuel, a recently renewed former member of the club who made both of these rides on a track bike.

Monday was a free morning with cloudy skies. Some of the folks took short local rides while others made use of the pool. After a delicious outdoor barbecue under sunny skies (it cleared up just in time), we all loaded up and headed for home.

Coming up at the meeting on Tuesday, October 17th will be a very interesting and lively talk by William J. Stutman, the attorney for Transportation Alternatives. He will discuss local laws as they pertain to cycling. Also he will talk about accidents, insurance, and where we cyclists stand in this regard. This talk should stimulate some lively discussion. Let's get out and give Mr. Stutman a large showing.

This October meeting will also give us the final opportunity to nominate the new candidates for office and the board of directors for 1979. The results of the election which is conducted by mail ballot will be announced at the November 21st meeting.

There is still plenty of good riding weather ahead. Let's get out and enjoy it.

Bob Herzfelder

SUMMERTIME IN THE CATSKILLS

Helen Bashkin

Catskill Park, a century ride away from New York City in a northwesterly direction, occupies an area of about 800 square miles with not a single major road encroaching on its gently convoluted surfaces. The hills rise and fall in obtuse angles; the forests are many-coated with different kinds of trees and shrubs; and someone changes the flowers along the roadsides every single week in the blooming season.

I spent the summer of 1978 in these beautiful mountains, with my bicycle, of course. The bicycle had recently been geared down following the recommendations of Irv Weisman, our well-known authority on low gears; the chainwheels now being 49-36 and the cluster 14-34.

This was perfect country in which to try out the new gears and to see if my riding would be improved by having lowered them. In two directions from my starting point there was an 8 to 10 mile downhill coast at the beginning of the ride; in other directions the ups and downs were half that distance. I rode almost every day, sometimes 30 miles, sometimes 40 or 50. I also made it a point to warm up in a lower gear for about half an hour before moving up to my normal cruising gears.

I never **rode** any particular hill exactly the same as I had done the time before. For one thing, the grades became less demanding the more I rode them; for another, my gears had a new versatility - eight working combinations instead of the six I had before. Everything presented a variation, with the changing light and panoramas that unfolded like the pages of a wonderful book, read and reread and yet always different. Sometimes my mood was fast, sometimes slow. Sometimes my bicycle and I were chased by cowardly dogs that waited for us; they retreated if they were confronted, but never relaxed their noisy fury. As weeks passed, gear changing became automatic and my cadence smoothed out - my bicycle and I had become as one on the road.

I came to think of the hills not as dreaded adversaries to be overcome with difficulty, but rather as friends to go along with. Toward the end of the summer I even coasted down those 8-10 mile grades a few times, no longer fearing that I would be unable to climb them on the way back. My wide range gears and increased abilities had made all the roads and vistas delightfully accessible to me.

* * * * *

THE EXPERIMENTAL WEEKEND IN THE NORTHERN CATSKILLS

"Upright" Irv Weisman

We have found a new Guest House in the Catskills which is eminently suitable for two day, or longer, weekends - especially during the excellent cycling months of June, Sept., and Oct.

Five of us, Marietta Chicorel, Ira Clark, Ernie Roth, Marsha Taggart, and I enjoyed the experimental weekend at the Forest House on Sept. 23, 24 where we discovered lovely rolling country, scenic vistas, traffic-free rural roads, and state roads with excellent, smooth shoulders. While the beautiful weather contributed greatly to our euphoria over the weekend, the major element was the realization that we can have two full days of rural cycling only 21 1/2 hours away from NYC (120 miles), at a modest cost.

The meals, prepared by our hostess Betty Valente, were home cooked, plentiful, in accordance with our prior suggestions, and were uniformly appreciated. Betty has a good idea of our appetites and nutrition requirements in preparation for and recovery from a day of cycling in the mountains. We had an average of 5 hours of cycling each day. The meal schedule was set up to meet our particular needs for a 2 day weekend - Sat. brunch (after we had all arrived), dinner at 6:30 after our return and clean-up, Sun. breakfast at 8 AM, and finally dinner at 2:30 PM. No rush with emptying the rooms.

Are low gears necessary in this area? Of course they are. If you are a class B or C rider and you equip your bike with gears in the very low 30s, you will find this area delightful and its vistas will provide food for your soul. If you stick with your present gears, with a low of 38 inches or so, you'll probably be wondering forever what our excitement is all about. Get smart, gear down, and enjoy.

NOTE: On Oct. 14 and 15 some of us are going up for another two days in the hills. The cost is \$31. The distance is approx. 120 miles on the Thruway. We aim to be there for 11:30 AM brunch, then we hit the hills. (Aw, they're not so bad at all.) It will get cold at night, so bring your flannel pajamas. If you want to join us, call me as soon as you get this bulletin so that I can give them a reasonably accurate count. Call either number day or nite: LO2-7298, or 650-8075.

* * * * *

AN UNEXPLAINED WOBBLE ON PASCACK ROAD, Sept. 10, 1978

After a late start caused by waiting for people to show up who didn't, and by the leader getting a flat right at the start of the ride, Constance Koizumi, Chuck Loper, Leonard Silverman, Bill Tanner, and the leader "Upright" Irv started out on their 50 in 5 (or maybe 6, if necessary). The route was the same Irv developed for the Club Half-Century in June, and was still just as nice, with the occasional hills just as steep. About 2 miles after one of the hills, the worst one, a little excitement was generated by a temporary malfunction of Bill Tanner's circuitry. He was on the verge of losing control of his bike and decided to assess the matter from a ground zero position. He wobbled to the side of the road, stopped in the grass, and let the bike fall to the ground under him while he gracefully collapsed on top of it, carefully avoiding crushing the rear wheel. Neither member of the team was hurt in the slow motion ballet.

Irv, calling on his vast knowledge of bicycle gearing, quickly concluded that lower gears were not the answer to this particular problem. With the advice of Constance, who is a nurse and does not like to be called Connie, and the help of a passing volunteer fireman, an ambulance was called. As soon as the ambulance was on its way to the rescue, Bill, of course, recovered his good spirits. But he agreed to go along to the hospital, to keep the action going, so to speak. Irv couldn't be taken to the hospital in the ambulance with Bill, "because," the driver explained, "we aren't covered for you."

As good luck would have it (are the angels really watching, after all?) Hank Hirschmann, a NYCC member and Vice President of the North Jersey Bicycle Touring Club, rode up just as the police were getting Bill's name, etc., and Irv was trundling Bill's bike to a friendly neighbor's storage shed. Hank generously offered his help, and got sucked right in. The group had lunch, provided by Betty Hirschmann in the Hirschmann's back yard, then all but Irv took off for the G.W. Bridge along the marked route. Hank and Irv drove up to the Good Samaritan Hospital to which Bill had been taken, and found a bored and hungry Bill lolling around in a bed in the emergency ward corridor. They kept him company until 5:30 PM when he was shipped to a Gov't. hospital where Bill, an officer in the Coast Guard, would get further tests.

The tests were all negative, and as of this writing the temporary condition, which led to his wobbling and pas de deux with his bike, is still a mystery.

VIVE LA DIFFERENCE!

By Marietta Chicorel

Diversity among unity - to let everyone develop and enjoy the capabilities that they have - that is one of the pleasant aspects that I find in my membership in the NYCC. Several people have gone out of their way to advise me as a novice of alternatives and, in at least two instances, spent their time in planning for adequate equipment. Joe Wigodner saved this writer from committing yet another costly error in purchasing her third and latest bicycle.

On gearing - We have all read and heard a lot about gears from the pro's. My experience is for the intermediate rider. For various reasons I had not ridden for approximately seven months and then I became an "every other weekend" rider. I enjoy riding in the country but the hills get to me. In addition, my Chiropractic physician advises against straining or pushing myself. Women have a smaller musculature than men of comparable weight. But basic physical differences aside, men and women alike who lead a sedentary life tend to get out of condition. For one reason or another we don't find it possible to maintain a physical fitness program. You may also find yourself at times unable to take advantage of opportunities to ride or to exercise regularly as I did, but instead of dropping out or pushing yourself too hard, you can lower your gear. I have gained in biking pleasure since I lowered my gears because I no longer panic at the sight of a hill. The psychology of "I can do it" is reinforced at every hill that I can take without trouble. This was accomplished with Irv Weisman's help in devising a combination of gears that are suitable for me. This is where the Weisman Rule comes in. The Weisman Rule is based on the observation that a rider who pushes beyond her physical limits diminishes her endurance and may even injure her (his) knees, or back or heart. The advice of my chiropractor agrees with that. The Weisman Rule: Match the gears to the rider's abilities to climb hills. For this you need a "working" low gear and another for insurance, when the day is long or hot and the hill is high. I don't save it for an emergency but I use it when one more shift down brings me an easier ride. My new low gear is 34-14 with 32-46 chainrings which gives me an effective low of $25\frac{1}{2}$, and an effective high of $88\frac{1}{2}$. We sacrificed the top touring gear and that is the only drawback.

After installing my new low gears Irv had some words of wisdom. Here are some. "Stay with whatever chainring you are on until you have reached the "limit", then shift to the other chainring. The "limit" is defined by the two No-Nos: the disallowed combinations, namely, big chainring - big sprocket, or little chainring - little sprocket. These combinations are hard on the chain and the chainrings." (Irv is writing an article which explains his views. Soon.)

Since I am the 15th person in NYCC who has benefited from Irv's know-how in gear modification, I think it is time we came out of the closet.

Jim Rex, who has given us an impressive Rides Schedule for the past several years, is no longer able to continue in this office. I have been honored with the nomination, but I know that I cannot handle the job alone. Therefore I want to share some thoughts with you, after which you may: (1) hasten to nominate someone else; take a "wait and see" approach and hope that someone, somehow will be found to take on the job alone; or (3) decide to join me in the co-operative effort of developing and scheduling rides for our mutual enjoyment. In my opinion, a good rides program should include the following:

- 1) Expand the number of rides offered each week so that all riders have at least one ride in their class i.e. A, B, or C.
- 2) Establish a training schedule for March, April, May, and June in order to get the winter kinks out, to train slower riders up to 25 in 3 capability, and to train class C riders up to 50 in 6 and beyond. (This question of "capability" is a touchy one. On club rides, riders who are out of their class tend to spoil the ride for those who want to ride at the advertised pace. I would like members to learn what class they can ride with so that they can choose rides which are within their capabilities, and can join training rides in order to improve their capabilities.)
- 3) Develop ride ratings on a rational basis - such as aerobic demand.
- 4) Develop further the Club Century, $\frac{1}{2}$ Century, and $\frac{1}{4}$ Century started by Bill Cooper.
- 5) Revive "cartop" rides into outlying cycling areas in Westchester, NJ, LI, etc.
- 6) Explore the feasibility of joint rides, from time to time, with neighboring clubs.
- 7) Continue with our "Long Weekend" events: Memorial Day, July 4, and Labor Day
- 8) Develop new 2 day weekend events. We have a good new capability for this in the northern Catskills. (See my article on The Experimental Weekend.) We can also explore AYH hostel weekends using our AYH Organization Pass.

To accomplish these goals we'll need a Rides Committee with Ride Leaders, Asst. Ride Leaders, Route Scouts, Weekend Planners, Transportation Co-ordinators, Typists, Letter-writers, etc. John Lorenz and Tony Morano have already volunteered to scout trips this winter, and I am sure that many of our Ride Leaders of 1978 will lead again in 1979. But I must have more volunteers for the Rides Committee before I undertake to fill Jimmy's shoes. Are you prepared to help, even if only for one event during the 1979 season? Please drop me a line, call me, or talk with me at the Oct. club meeting. Or, come prepared to nominate someone else for the office.

In addition to a Rides Committee, and despite an estimated modest increase in our Treasury during 1978, I believe that the club should have an increase in dues. Some of the club officers are subsidizing the club with postage, phone calls, scouting costs, etc. I think that it is quite enough for officers to put in free time and effort, they ^{should} not have to kick in much out-of-pocket expenses, too. In fact, I think that it would be a nice ^{idea} from the club if the elected officers were credited with their annual dues during their term of office. (The Board did approve a \$5/month stipend for the V.P.-Rides in 1978 to cover his ride solicitation calls.) An increase of \$2/year in dues would reduce the necessity for the Board to scrimp as much as it does now and to waste time worrying over modest expenditures. Membership dues for our club would still be less than annual membership in the AYH or L.A.W. - still a big bargain!

NUPTIAL NOTES

Anne Callahan, our Secretary for 1977 and a delightful riding companion, was married on Aug. 19 to Larry Matthews who is in medical school. Happily for Anne's interest in cycling, Larry is also a cycling enthusiast when he can take the time from his medical studies. As Anne relates, "With Larry's research and teaching, the move to Philadelphia, and my new job, the summer sped by with just a little riding in the New Hope area. We plan to pick up on the riding again soon."

Your congratulatory letters, cards, etc. can be sent to Anne and Larry at:
645 Bainbridge Place, Philadelphia, PA 19147.

FROM THE EDITOR

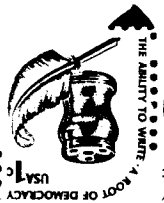
This is your club bulletin. It is intended to carry the Rides Schedule, club and bicycling news, and your articles, observations and questions on your riding experiences. Altho the editor must exercise some judgement on what to include, delay, or reject, so far that has not proven a problem. In general, we don't like to modify the contributions - both because of time and typing constraints, and because of ego involvements of the authors with their own words and style. (Perfectly understandable.)

Submitted items should be typed, ready for the printer: single-spaced text; column width - 7-7½ inches; length - 9½-10 inches; your name just below the title. See Helen Bashkin's article on p. 6 as a guide. If you can't type it, the overworked editor will try to do so. But, write or print as legibly as you know how, and expect delays in its publication.

In general, items are submitted at the club meeting or by the weekend immediately following the meeting. That will help get the bulletin out early the following month.

So, tell us about your summer trips, ask your questions for the "experts" to answer, and send us your news and ideas. Your fellow club members would like to hear from you. Also send correction to the Roster.

NEW YORK CYCLE CLUB, Inc.
c/o Mel Shleifer
P.O. Box 1081
Mt. Vernon, NY 10551



FIRST CLASS

C. M. H. 100
724-82 ST #30
10028