March
1980
Come and bring a friend to our

MONTHLY MEETING

Rinaldo's Restaurant
32 East 32nd Street

March 18th, Tuesday 6:00 P.M.

With the coming of spring as the cycling season begins in earnest, listen to a panel of active experts:

Chris Nailing
Ken Abramson
Bill Yao
Martha Ramos

exploring the goals, habits, specifications and conditioning necessary to enjoy C, B, A, A+ type riding.

The presentation will be followed with question and answer discussions.
Several NYCC members have been riding throughout the winter. Art Guterding has been leading Central Park 30 mile "keep in condition" rides during Feb. He may continue them thru March. Check with him at 861-6224.

With the arrival of March, the hibernators come out of the woodwork and will be greeted by "A" level training rides planned by Chris Mailing and Bill Yao, and by more modest conditioning rides for B and C riders in Central Park, Prospect Park, and Flushing Meadows Park. So get yourself to one of these areas and start preparing for the coming season.

We get moving at a gentle pace, and gradually increase the pace and distance. If the interest is there, the leaders will show you how to get to some of the other meeting points and ports of exit, such as Brooklyn Bridge - City Hall Park, PATH terminal at the World Trade Center, Staten Island Ferry, G.W. Bridge, etc.

In early April we'll have our "time trials" which are really self-calibrating rides to determine, quantitatively, the pace we can hold for a distance of 25 miles. This will enable us to choose club rides suitable to our riding preferences and abilities.

"A" LEVEL TRAINING RIDES

All rides will start at the Central Park Boathouse with alternate pick-up points as indicated in the ride write-ups:

A: Geo. Washington Bridge south walk ramp; meet 30 minutes after scheduled departure time; deduct 13 miles.
B: Broadway Bridge (over the Harlem River); meet 40 min. after; deduct 20 miles.
C: Fordham Rd. at Grand Concourse; meet 40 minutes after; deduct 21 miles.

SUNDAY No. 1 Meet 10:00 AM, 40 mi. To Oradell Reservoir in NJ. Food stop in Demarest. 2 March Pace: 12 mph. Alternate pick-up "A".

SUNDAY No.2 Meet 10:00 AM, 52 mi. To Orangeburg, NY and Montvale, NJ. Food stop in Montvale. Pace: 12 mph. Alternate pick-up "A". 9 March

SAT. No.3 Meet 9:00 AM, 40 mi. To Oradell Reservoir. Food stop in Demarest. 15 Mar. Pace: 13 mph. Alternate pick-up "A".


SATUR No.5 Meet 9:00 AM, 65 mi., 13-14 mph. To West Nyack, Germonds, Spring Valley. 22 Mar. Food stops in Tappan and Montvale. Alternate pick-up "A".


SATUR No.7 Meet 8:00 AM, 65 mi., 14-15 mph. To Mamaroneck, White Plains, Chappaqua, 29 Mar. Tarrytown. Food stop in Chappaqua. Alternate Pick-up "C".


Maps will be available. Be prepared to ride at indicated pace in order to keep the group together. Rides may be delayed or cancelled due to cold (below 30°F) or rain. Check with Chris at 879-6199 45 minutes before departure time if weather is doubtful.
"B" AND "C" LEVEL TRAINING RIDES

NOTE: Rides cancelled if, at 8 AM, the predicted high temperature is less than 40°F, winds are greater than 15 mph, probability of precipitation is greater than 35%, or streets are not dry.

CENTRAL PARK

SUNDAYS in March

Meet 9:45 AM at the Boathouse, ride at 10 AM. If we manage to stay in groups, we'll include the 110 St. hill as part of the ride. (Not to include it is practically criminal negligence on a training ride.) Leaders: "Upright" Irv (LO2-7298) and Leona Hollander (427-8460)

PROSPECT PARK

Meet 9:15 AM in the parking lot near the skating rink; ride at 9:30 AM. Leaders: 3/2 & 3/16 Harry Lack - The Tall One; Martha Ramos on 3/9. The early participants will keep the group going for the other weeks.

FLUSHING MEADOWS PARK

SATURDAYS
Mar.1, 15, 29

Meet 9:45 AM at the Unisphere, ride at 10 AM. Alternate days permit training by those who can't make it on one or the other day. Leaders: Tony Morano (276-7057) and Ed Flowers (544-9168)

SUNDAYS
Mar.2, 16, 30

A DAY AT THE RACES. 30 miles, C+ ride. Ldrs: Lorraine Gewirtz, Sherman Cohen Meet 9 AM, Queensboro Bridge, 59th St. between 1st & 2nd Aves. Today, the "Bay Shore" for 3 yr. olds at the "Big A", where magnificent thoroughbreds and outstanding jockeys vie for big-money purses in electrified competition. Bring lock, innertube, $3.50 admission, $ for lunch, etc. If weather uncertain, confirm night before. (212) 332-1990. Joint AMC.

WEEKENDS

We plan to have more weekends away than in the past. Frank Sanchez and Harry Rutten are making the first one possible. Our AYH Organization Pass will help on the costs.

On May 3, 4 a cooperative weekend is in the making with Frank Sanchez's ride on Sat. along the scenic Delaware River, going north on NJ roads from the Delaware Water Gap Recreation Area (just off Interstate 80) to Layton or Hainesville and back. On Sunday we have Harry's traditional spring Allamuchy rides - a longer 65 mile along the ridges, and a shorter 40 mile with no significant hills.

Sat. nite you can stay at either the Howard Johnson Motel in Dcl. Water Gap (PA) (800-654-2000) or the Panther Valley Inn near Allamuchy (201-852-6100). If you are inclined to save a buck and enjoy the company of fellow cyclists, you may want to join some of us in the Bushkill hostel in PA, several miles north of the Route 80 crossing into PA. We'll use our AYH Organization Pass, and will share the hostel with members of the Bicycle Touring Club of North Jersey. Interested? Send $3.50 reservation to Irv.
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All Year, When you ready for everything they can throw at you - try a Millenary Series Ironlegs Builder or Breaker.
10 Centuries in Ten Weekend Days
19 Days One "On" and One "Off" Vacation Killer
No Rest Days
And so on. Contact Jim Rex for details (212) 278-5562

Presidential Sport Award: 1 hr regular daily exercise program, 4 months limit

Note: It is the consensus of the new board to help the transition to 1981, and have ride preview information at the end of this season *revised and published*. 
1.) Irv Weisman is looking for someone to coordinate "B" rides for the Rides Committee. Bill Yao will be coordinating "A" rides and Martha Ramos will coordinate "C" rides.

2.) The Rides Committee will investigate the organization of weekend trips, the purchase of a bike rack or trailer for Club use, and organized van rentals, based on the results of the survey in the January/February Bulletin.

3.) The Board passed a motion requiring all claims for reimbursements from the Club treasury be submitted to the Treasurer within 30 days from the end of each calendar quarter.

4.) Chris Mailing will coordinate a review of the Club by-laws in 1980, with a view toward obtaining membership acceptance of any proposed amendments on the 1980 election ballot.

5.) The Board passed a motion requiring the Rides Committee to reserve two or three dates for All-Class Club rides in the following year for planning purposes.

6.) Irv Weisman will serve as the Club's representative to A.M.C.'s Glass Sweep, scheduled for April 27, by coordinating efforts to sweep the George Washington Bridge pedestrian walk.

7.) This year, ride listings will be grouped by calendar month in the Bulletin mailed early the previous month. Members' rides should be submitted to the appropriate Rides Coordinator at the General Membership Meeting two months earlier. (Example: Rides to be held between April 1 and April 30 should be submitted to the Rides Coordinator by (or at) the February General Membership Meeting, scheduled for February 19, so that they will be published in the March Bulletin received by the membership the second week of March.)

8.) Diana Bingham will use photocopied Avery address labels for the Bulletin until a mechanical means of addressing the Bulletin can be acquired.

9.) The Board has nominated Tony Morano for the newly created position of Membership Chairman.

10.) The next Board of Directors Meeting will be held on Tuesday, February 12, 1980.

Complete copies of approved minutes are available from Chris Mailing; call (212) 879-6199.

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CRITIC'S CORNER

A segment dedicated to people who have graced to get off their chest.

This one refers to page 7 article in the December bulletin, handed in hand-

script as best as this editor can make out.

"Jimmy - gone speaks perfect English but make renee, you butcher the
language but make sense, there is no excuse however for not cleaning your
typerwriter. Pardon the "unn but this is the filthiest thing I have ever
had the pleasure of reading

H C"

I failed to ask if I could reveal the source of this commentary,
but I can assure you it wasn't coming from the Water Closet. Also if imita-
tions are complimentary, I thank you for your effort. (Jim Rex)
Les Bercow, former NYCC Bulletin editor and convivial cycling companion, is retiring from his work as a photo-engraver, and is planning to move to Florida in the near future.

Unfortunately, his retirement is due to damage to his lungs from the chemicals he was exposed to over the years - acetone, xylol, hydrochloric acid, and others. The damage has reduced the ability of his lungs to transfer oxygen into his blood and to remove carbon dioxide from the blood. The net result is loss of energy, weakness, and plain no good. Les fears he may have to severely curtail, or entirely eliminate cycling from his retirement activities - what a loss!

He is home from the hospital now and is awaiting words of medical wisdom from his doctor. We sure hope that his condition is not as bad as it sounds, and that he will still be able to enjoy his sport activities in some good measure. Good luck, Les.

INCREASED SEXUAL VIGOR LINKED TO CYCLING

Yet another health benefit has been found that derives from cycling.

Dr. Rokuro Koike, a medical authority and professor of urology at Kyorin University in Tokyo, urges people to commute long distances by bicycle daily because it is rejuvenating and greatly increases sexual vigor.

According to the Japan Bicycle Promotion Institute Bulletin, Dr. Koike says that one reason bike riding is better for sexual activity in males, as compared, say, to jogging or swimming, is that the bicycle saddle has an additional role of massage. It serves to stimulate Cowper's Gland, which functions during erection.

Riding with the hips up from the saddle also stimulates Cowper's Gland. Also indirectly massaged during cycling is the prostate, which, Dr. Koike says, also has a close relationship with erection. This activation of the organ further strengthens sexual activity.

HOW I USE THE DIRECTORY

I have found the L.A.W. Directory of great value. I not only hope but expect and really need to have this great directory of bikers in the U.S. sent to me each year. I had the need to use it a few times this year. They are as follows:

1. I didn't receive my confirmed reservations for GEAR. I got the telephone numbers of the GEAR people and called them and was confirmed on the phone.
2. I wanted to buy a 'bike bag' that I saw at GEAR for my bike trip. I wanted to know if they were in stock and if I could get one in three weeks time. Sure enough the person that makes them is a L.A.W. member and his number was in the Directory. I called him, everything was O.K., and I received the bike bag in plenty of time for my trip.
3. To go on RACBRAE I had to fly to Sioux Falls, S.D. which was the closest airport to Rock Rapids, Iowa, the start of the ride. It was 35 miles to Rock Rapids. I had never been to that part of the country before and needed help. I looked in the Directory and found a lot of L.A.W. members in Sioux Falls. S.D. I called one of them and explained that I needed a route to Rock Rapids. He said he would send me a map. He did and much to my surprise he had drawn it with great detail and very complete instructions.
4. I arrived at the start of RACBRAE and sound, rode a good route for bikes, and with this map led four other cyclists to Rock Rapids.
5. I have only been an L.A.W. member for one year. I have found the Directory invaluable in planning my bike trips I really need to have it and be able to get in touch with other bikers wherever they may be.
6. I have found that cyclists are really good and friendly people. I rode with 6000 of them for a week this summer. Really nice people.
7. If there is a listing of Great American People I think it must be the L.A.W. members in the L.A.W. Directory.
   David C. Miller
   New York, NY

'HIGH PRIESTS'

Congratulations to John Forester, our new president for his straightforward approach to cycling matters. His ability to penetrate to the heart of any subject and to draw the logic of the issue at hand is encouraging. I agree with John when he says we should disavow so called supporters of cycling who manage to accomplish only greater antagonism from the public by their erroneous or illogical suppositions, or their hidden prejudices. Consider the cost we all bear by supporting those elements who can see only bicycles in the transportation picture, rejecting the auto "on principle." If we really use our intelligence courageously as John does, we will not be seduced by persons or organizations which on the surface seem to support cycling and cyclists' rights, but are actually using us to flatter their egos, by our unwitting support.

In the New York City area, I must report that there is more riding done outside of the few clubs that exist than within. In my judgment, there has to be something wrong when out of a population of nearly eight million, only a thousand or so belong to bike clubs. Disenchantment and a high turnover is the rule. Perhaps those long entrenched "high priests" of cycling are looking to for guidance are not really steering us in the right direction, and should be summarily disavowed. They are both arousing the antagonism of the general public in the name of cycling and institutionalizing a state of inferiority in the cycling population by their insistence on "training up" and being "properly paced." There can be no true when hundreds are locked out of what they would prefer to do in cycling by social pressures emanating from the old experts who want no room on the road for anyone but themselves.

John R. Lorenz
District Legislative Coordinator
Bay Ridge, Brooklyn, NY
Acting President
Verazzano Bicycle Club
In contrast to my versatile earlier exploits referred to on p. 6 Feb 77 and p. 4 Aug 78, plus the rest; between freezing local or midsummer desert rides in 70s humidity and 136°F (58°C) ground temperatures, the 1979 New Year Day's ride seemed different by fog of 90% humidity and all day pouring rain. Soaked to the skin and wearing rubber boots for warmth that served as portable catch basin, reducing my edible food supply to fruits; automobiles splashing dirt in my eyes and components, did not prevent a broken spoke and 3 flats that I had to fix with numb ruddy wet hands while the patches would not even stick. Adding to my misery with 30 miles remaining, two guys from CRCA had passed me. I was lucky just to finish within 10 hrs by darkness, and not get hurt beyond a cold.

Unlike me, John Lubaska, Ken Abramson, and Joe Hulbert who began to ride just after midnight nice and easy - managed to finish comfortably early in spite of 14 hrs elapsed time.

As a spin off interest, Connie Crentlicher who's been toying with the winter riding idea, prompted me to put together a "clothes chart" listed on p. 4 Jan 78 bulletin. By now even she was considering to go along with Ken & Co.'s 1980 New Year Day ride as early as midnight. But with temperature in the 20's she thought better, and the guys left without her.

Hardly did they go 15 miles, passing a bus stop net Mary Clift heading home from one party to another who invited them along in turn. Herself a notable rider of 250 miles on the last marathon as well as district Time Trial Champion. She also happens to be the sister of "Vunder Kid" Henry who made his 1977 debut wearing his bike to shreds and on to be Jr Champion of 1978 with 435 miles, and win the last marathon with 405 in spite of two sits and an injury to celebrate turning senior. You can get a picture of him with yours truly on the Aug 79 cover, and with his sister on p. 22 of the last bulletin riding a ten seater bike he built as a hobby that he started with a modest track frame project back a few years ago.

With Mary's clout, the guys succumbed to her hospitality in no time. They must have had a good time, because they forgot about the rest of the ride. I liked that girl already, but now I'm practically indebted to her since I couldn't have hired Delilah coming to my aid more effectively.

There was one draw back though, I knew nothing about it for days afterward. So I spent a great deal of time contemplating some good excuses not to go either. Being down with flu preliminaries for weeks, not much able to eat or sleep well either, I was really looking forward to a miserable weather making it impossible even to try. So much luck, since it only happens when one wants to avoid it. With a clear sky and full moon to make visibility for an early start easier, I listened to the weather forecast with disgust. "Expected highs in the 30's".....

Now I'm really glad I stuck around staying home, considering my past exploits. Surrounding this by the fact I haven't hit on a bike the last 2½ months either, a solo freezing 100 mile ride didn't strike me like fun just off hand. There must be better opportunity for referring my 40th Century (5th New Year), that amounts to less than 3 3/4 total difference without even counting my "bl" rides. I was rather inclined to sleep late and enjoy the luxury of watching the late show on TV as well, with a record turnout at Times Square judging from the telephone. I don't off sympathizing with athletes who retire at the peak of their "chore war" careers, rather than keep on tiring themselves with having constantly to live up to a reputation.

Nevertheless after 4 hrs I got up G.A.!. Consulting my "clothes chart" with heavey resentment remembering Lorraine Gertvik's December meeting striktease demonstration of a similar reference. Being of different mind and body requiring my own clothes; I read on to make choice with a little doubt if that chart is reliable, as I forget how it feels since - was riding in freezing weather the last time. (continued on pg. 14)
Sporting two days old whiskers covered with vaseline against windchill just as some skiers would do; on the strength of a cup of tea I make the famous and profound statement "Here goes nothing", and start riding 7 A.M. armed with 5 bananas, nuts, apples, dried figs, tissues and chapstick.

Hoping to finish at an easy pace within seven hours, but 15 mph in 31" gear where I left off last October gives me knee aches the first 1/2 hour. Partly because I'm so bundled up I can't "feel with my skin", and tree barren of leaves give no visual clues either. Only when my eyes tear I'm sure of riding into stiff headwind, confirmed at 30 miles out by small plastic flags strung out across a car dealer's lot, flying horizontal with the ground where it should have been hanging instead.

After 1 hr riding numb by cold from head to toe; I know from past experiences that by now I may not even feel knee aches if I keep riding the wrong gear, until thawed out the next day. Cold actually minimizes pain but not the cause, so get down to 73" gear by now. I take breaks to get some feeling into my toes and fingers while I munch too, but not exactly feeling well I have no appetite.

Eventually sun gets high enough to make it's presence felt, and as a gesture of warmth, I peel of a sweater. Traffic still scarce I reach half point, Jericho Tpk & Rt 347 by 10:20 A.M. I almost waste a 1/2 hour at the local restaurant; making a phone call, refill my bottle, and the rest goes into rationalizing my "funny clothes" to a giggling young waitress, who has sobered up yet from last night's celebration.

On the return leg I was sweating over dressed for 35 F degrees, restoring faith in my own "chart". Gauging my body responses felt like I have lost about two pounds at this point.

By noon with 30 miles remaining my neck was getting stiff, and old injury aching I noticed traffic was thick. Slowing me to a stop almost every red light and every corner. By the time I reached city limits it became almost stop and go for me. Being passed by a Sand rider at Westbury 12:36 P.M., the rest went almost uneventful.

By now I had time to realize that getting on the bike only at 2 1/2 month intervals, with five rides a year I couldn't be riding Centuries too long. Let alone Doubles, while 300 miles marathons can't be ignored either. So I must train.

Mide of this introspective speculation to keep mind from idling, I reached the Douglaston Hill and committed a grave technical error. To minimize hard breathing, I intended to use 51" rear that calls for double shifting and a third chainwheel, my rear overlifted to a 47" instead that I could gauge instantly, but not correct while climbing. Finding myself in such incriminating situation, I feared being caught by some heroin enthusiast high gear authority; like Bill Cooper and Norm Skleifer, each equipped with such heavy artillery items as 66 and 65 teeth chainwheel respectively, and accuse me of having joined the secret organization of some subversive low gear relics.

Without justification for my dilemma, searching earnestly for precedent in my defense; I just realized that former circulation Mr Mel Skleifer, who used to carry more than his weight's worth of bulleline by the thousands during the past 5 years, which he just calmly referred to as "lot of bull." (see page 10 of March 1975), also managed to sneak his rear carrier in the process. After which he was left to his own devices to ride trains, and much he was experimenting with unauthorized rear ratios by using 42 rear over too. I think this would be found unconstituted the least, is not down right blasphemous even by our highly recognized low rear proclam "'ri'ts" Irv, who himself never promised salvation by any rear greater than 54 corr. Since most people use 42 on the front, I regard this as the reversal of natural cycling tendencies.

(continued on page 15)
He even lead me unsuspecting 2 years ago on a 34 miles trip. I should have been suspicious by the time I got hungry, for we were only at midway. Only too late have I realized he set a trap for my pure and simple 13-17 rear cluster nalvites on a deceivingly short but steep hill. Short in the sense that I could see the top from bottoms up; but only half into the climb when spinning came to a merciless crawl, have I realized the obvious gravity of the situation. The mental anguish of having recalled earlier occasions of similar nature, breaking a seat one time and handlebar another; that I may get my cluster busted, break a chain, rip my cleats and cause a disarray to my Bill Blass handlebar tapes leaving undeniable tell tale signs for the world to see - as it would cause me to fly over the handle bar in an instant.

The patron saint of component manufacturers must have been watching over me that day, even though emotionally scarred for life, I survived THE hill with one bent Campagnolo pedal axle. While I have a side of forgiving nature, still I can't forget.

Less scrupulous editors than me would use this opportunity to blackmail him into writing at least one technical article a year. Still he goes on practically unnoticed and addicted to low gear over use. Certainly not a legitimate prescription for hill climbing, judging from what I have seen so far....

If I ever get confronted with high gear authority liabilities, I'm seriously considering to turn state's evidence and fink on him just to save my hide. I may even resort to more frequent use of under 60" gears to prevent my toenails from turning blue. They still are from last season....

Regardless, I finished the 1980 New Year Century in 7:20 hrs riding alone. This includes the 50 minutes I used for breaks. I lost 3 1/2 lbs in the process. The after effects were no different from previous years; except I noticed that my eye balls (definitely of the eye) got so chilled in the head wind, that when at night laid on my back with lids shut over them that were warmer - I could feel the difference. Rolling them up in the socket to which it felt like cutting cold fingers under your armpits to warm them by comparison. I wonder if cornea transplants experience something similar? But at first it struck so weird; as if my eyes just been returned from the grave, or like similar alien object that may fit but not naturally belong in terms of feeling.

My feet played a more familiar role. They were cold and chilly for nearly two days afterward. Meanwhile I wonder if people could recall their own birth experiences and put them into understandable terms, how weird would that be compared with what we are now accustomed to. It can be easily inferred that for a fetus to be born from it's accustomed milieu into our world of norms can be quite frightening, just as for us maybe traumatic to face the end of our existence as we are aware of it in terms of dying.

Too much for a trip from cold feet to metaphysics......

I guess my next New Year century attempts will be aimed toward having been stopped by a girl, who will invite me to her party too. If other guys can do it, so should I. I may even start practicing hooker.

REGULAR RIDES

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>TIME</th>
<th>DAY(S)</th>
<th>STARTING POINT</th>
</tr>
</thead>
<tbody>
<tr>
<td>CENTRAL PARK</td>
<td>10:00 A.M. Sat. &amp; Sun.</td>
<td>from Boathouse*</td>
<td></td>
</tr>
<tr>
<td>BEDFORD VILLAGE</td>
<td>10:00 A.M.</td>
<td>Sun.</td>
<td>from Firehouse</td>
</tr>
<tr>
<td>WHITE PLAINS</td>
<td>9:15 A.M. Sat.</td>
<td></td>
<td>from Milkmaid Diner: at Rosedale &amp; Jarmaronack</td>
</tr>
<tr>
<td>LONG ISLAND</td>
<td>10:00 A.M. Sat. &amp; Sun.</td>
<td>from I.U. Willet: School Pkg.</td>
<td></td>
</tr>
<tr>
<td>EASTERN LONG ISLAND (Bridgehampton)</td>
<td>10:00 A.M.</td>
<td>Sun. from Soporific Bike Shop, Montauk Hwy. (Rte. 27)</td>
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</tbody>
</table>

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