

April
1981

NEW YORK CYCLE CLUB

Serving New York City since 1937

APRIL, 1981

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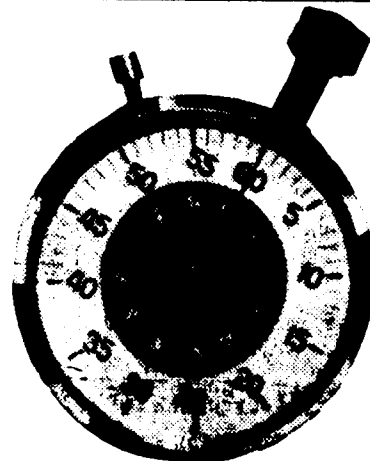
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Cherry Blossom Ride April 19th



Time Trial (SELF CLASSIFICATION RIDE) April 26th



Last Chance To Renew

Unless you have renewed your membership in the New York Cycle Club by April 15th, this is the last Bulletin you will receive. 1981 dues of \$11.00 (\$14.00 per couple) will keep you informed of the Club's activities through April, 1982. See the back cover for details and a membership renewal form.

Ride Listings

GUIDELINES FOR CLUB RIDERS

NYCC rides are intended to be friendly group rides; we don't like to "drop" or lose anyone. Riders whose personal or bicycle condition seems inadequate for the ride are to be turned back by the leader. Our leaders are truly reluctant to do this, so please cooperate with them:

- 1) Select rides within your capabilities--avoid downgrading the ride for your fellow riders and stressing yourself "trying to keep up"; or, conversely, demanding a faster pace than advertised.
- 2) Be on time or a bit early. Rides will leave promptly.
- 3) Have your bike in good condition: both brakes working, properly inflated tires, adjusted derailleurs, no loose parts.
- 4) Eat a good breakfast; bring water, snacks, spare tube, patch kit, pump; and lights for dark.

RIDE AND RIDER CLASSIFICATIONS

(See, also, the detailed classification graph in the Feb 1981 Bulletin)

	Riding pace
A+: ANIMALS: Anything goes. Eat up the roads, hills and all.	17+ mph
A: SPORTS(WO)MEN: Vigorous riding over hill and dale. High regard for good riding style. Can take care of themselves anywhere. Stops every two hours or so.	14-17 mph
B: TOURISTS: Moderate to brisk riding along scenic roads, including hills; destination not so important. Stops every hour or two.	11-14 mph
C: SIGHTSEERS: Leisurely to moderate riding. Destination oriented: nature, historical, cultural. Stops every half to one hour.	8-11 mph
D: BEGINNERS: Very leisurely sightseeing. Discovering the bike and their bodies; training up to C. Frequent stopping and regrouping. Do not believe reports about mere mortals riding 100 miles or more in only one day.	Less than 8 mph

RIDES FOR APRIL 1981

Saturday April 4th.

TRAINING SERIES #8. 65 Miles, "A&B". Meet 8:00 AM at the Central Park Boathouse or 8:30 AM at the South walk ramp of the G.W. Bridge (N.Y. Side - Deduct 13 miles) for a ride to West Nyack Germonds and Spring Valley N.Y.; food stops in Tappan and Montvale. Terrain: Rolling. Estimated riding time (not including stops) A 4½ hours. B 5½ hours. Leaders: A Bob Friedman 724-4246 and Chris Mailing 879-6199. B Barbara Silverstein 685-2714.

Sunday, April 5th.

TWO/TWO TOUR. "C" ride. 30 - 35 miles. Meet Sherman Cohen and Martha Ramos at 10 AM on the Brooklyn side of the Brooklyn Bridge or at 10:15 AM at West 4th St and Washington Square (under the arch). We will ride along Riverside Drive so be prepared for a hill or two. Lunch will be at historic Ft. Lee Park. Cancelled if 80% chance of rain. Information 858-9142 or 332-1990.

Sunday, April 5th.

TRAINING SERIES #9. 90 Miles "A And B". Meet 8:00 AM at the Central Park Boathouse or 8:40 AM at Fordham Rd and the Grand Concourse (deduct 21 miles) for a ride to Mamaroneck, Chappaqua, Goldens Bridge, Mt. Kisco and Pocantico Hills; food stops in Chappaqua and Mt. Kisco. Terrain: Hilly. Estimated riding time (not including stops): "A" 6½ hours. "B" 8 hours. Leaders: "A" Bob Friedman 724-4246 and Chris Mailing 879-6199. "B" Bill Vojtech 339-1308.

Saturday, April 11th.

TRAINING SERIES #10. 68 Miles. "A" and "B". Meet 7:30 AM at the Central Park Boathouse or 8:10 AM at Kissena Blvd and the Eastbound Service Road of the L.I.E. (deduct 20 Miles) for a ride to Woodbury, L.I., with a food stop in Syosset. Terrain: mildly rolling. Estimated riding time (not including stops). "A" 4 $\frac{1}{4}$ hours. "B" 5 $\frac{1}{4}$ hours. Leaders: "A" Bob Friedman 724-4246 and Chris Mailing 879-6199. "B" Barbara Bates 932-6334.

Sunday, April 12th.

TRAINING SERIES #11. 110 Miles. "A" and "B". Meet 7:30 AM at the Central Park Boathouse or 8:10 AM at the Broadway Bridge (over the Harlem River - deduct 20 miles) for a ride to Ossining, Ridgefield and Mt. Kisco. Food stops in Ossining, Ridgefield, and Chappaqua. Terrain: hilly. Estimated riding time (not including stops): "A" 7 $\frac{1}{2}$ hours. "B" 9 $\frac{1}{2}$ hours. Leaders: "A" Bob Friedman 724-4246 and Chris Mailing 879-6199. "B" Barbara Bates 932-6334.

Sunday, April 12th.

WORLDS FAIR. 20 Miles. "C" Ride. Meet leader Mike Antanis at the Tramway Plaza (59th st and 2nd Ave) at 9:30 AM for a trip through Queens to Flushing Meadow Park the site of the last N.Y.C. Worlds Fair. We may even ride around the park on the bike lane a couple of times. Bring your lunch. If rain is forecast ride is cancelled. For more information call Mike at 201-420-6232. ----Flushing Meadow Park is a very Beautiful Park. The Hall Of Science, The Queens Museum, The Queens Botanical Garden, Shea Stadium, the new Tennis Arena, and the World from the Worlds Fair are all there to enjoy. DCM V.P. Rides. ---- NYCC-AMC

Saturday April 18th.

TRAINING SERIES #12. 65 Miles. "A" and "B". Meet 7:30 AM at the Central Park Boathouse or 8:10 AM at Fordham Rd and the Grand Concourse (Deduct 21 Miles) for a ride to Mamaroneck, White Plains, Chappaqua and Pocantko Hills with a food stop in Chappaqua. Terrain: rolling. Estimated riding time (not including stops). "A" 4 hours. "B" 5 hours. Leaders: "A" Bob Friedman 724-4246 and Chris Mailing 879-6199. "B" Bill Vojtech 339-1308.

Saturday, April 18th.

NASSAU QUEENS 50 MILE PATCH RIDE.
Pretty easy, at first, you say;
Hitting the hills bikes start to sway;
Done for the day;
Home sounds so sweet;
This poem sums up this North Shore treat.

Join your leader, John Lubaszka, at 8:30 AM leaving 9:00 AM sharp at the Cunningham Park parking lot on Union Turnpike between 193rd St and Francis Lewis Blvd in Queens. More Information 523-2198. Joint AYH.

Saturday, April 18th.

BIKE AND EAT #1. 40-45 Miles. "C" ride. Meet Sherman Cohen and Martha Ramos at Washington Square Park (under the arch) at 9:15 AM or at Central Park and W 72nd St for a prompt 10:00AM departure. Our destination is Callahan's in Ft. Lee, N.J. After our ride up Riverside Drive and over the bridge, we stop for a lunch of foot long hot dogs, really great fries and a sensatinal limonade. Return is by way of the Bayonne Bridge to Staten Island and the ferry back to NYC. Those too tired to complete the trip can take the Path at Journal Square back to the Would Trade Center. Cancelled if 80% chance of rain. Additional Information 858-9142, 332-1990.

Sunday, April 19th.

SIXTH ANNUAL CHERRY BLOSSOM RIDE. 38 level/hilly miles. C ride. (The blossoms coincide with Easter and Passover this year.) Meet 9:00 AM at the Coliseum (60th St and Broadway), or 9:45 AM at City Hall Park. PATH to Newark (30¢ fare). Ride through blooming Branch Brook Park, and picnic in the Cherry Groves. Explore scenic walks with beautiful views of the groves

RIDE LISTINGS are continued on next page

and the many Japanese families who visit them at this season. Bring your holiday food and drinks, or buy lunch makings nearby. Return to George Washington Bridge by 4 PM, with several stiff hill climbs near the end. Ride cancelled if 60% chance of rain at 8 AM. Leaders: "Upright" Irv, John Lubaszka, Martha Ramos, Bill Vojtech. Information L02-7298. Joint AYH. -----In Japan this is called the Sakura Matsuri, The Cherry Blossom Festival, it lasts for a week to ten days depending if it rains or not. The cherry blossoms are very delicate and if it rains they all fall to the ground. Employers in Japan give their employees a day off to view the Cherry Blossoms, have a picnic, sing and dance under the Cherry Trees and enjoy themselves. I had the privilege to view the Sakura Matsuri three times while I was in Japan. I think it is very apropos that the Sukura Matsuri is over Easter Sunday and Passover weekend. A Festive season for Christians and Jews. D.C.M. VP rides.-----

Sunday, April 19th.

CHERRY BLOSSOM CENTURY. 100 Miles. "A" ride. Leader Chris Mailing. Meet at 7:30 AM at the Central Park Boathouse or 8:00 AM at the South Walk Ramp of the G.W. Bridge (N.Y. side- deduct 13 miles) for a ride to Nyack (for breakfast) and High Tor State Park, then downhill along the Saddle River through Paramus to Branch Brook Park, To meet up with the traditional Cherry Blossom ride, for a leisurely "C" ride back to the G.W. Bridge. Deli stops near Ridgewood and Branch Brook Park. Call Chris Mailing at 879-6199 for further information, or at 7:00 AM the morning of the ride if weather is doubtful. Terrain: flat with several climbs. Estimated riding time (not including stops) to Branch Brook Park (75 miles) 5 hours.

Saturday, April 25th.

TALLMAN MOUNTAIN STATE PARK. 55 miles. "B" ride. Meet your leaders Barbara Silverstein and Barbara Bates at 9:30 AM at 59 st and 5th Ave, Manhattan for a trip to Tallman Mountain State Park. There will be some steep hills. Bring lunch or money for it and a lock and chain. Information Barbara Silverstein 685-2714 or Barbara Bates 932-6334. Joint AYH.

Saturday April 25th.

BEAR MOUNTAIN CENTURY. 100 miles "A" ride. Leader Bob Friedman. Meet at 7:30 AM at the C.P. Boathouse or at 8:10 AM at the Broadway Bridge (over the Harlem River - deduct 20 miles) for a ride to Bear Mountain. The ride will go along the N.Y. side of the Hudson and return through New Jersey. There will be at least one food stop at Bear Mountain. Call Bob Friedman 724-4246 for further information or at 7:00 AM the morning of the ride if weather is doubtful. Terrain: hilly. Estimated riding time (not including Stops) 6½ to 7 hours.

Sunday, April 26th,

NYCC SELF-CLASSIFICATION RIDES. 50 miles. "A" and "B". 25 miles. "B-" and "C". (See write-up elsewhere in the Bulletin). All rides start from the N.J. side of the G.W. Bridge. The 50 mile riders will start between 9:00 AM and 10:00 AM; the 25 mile riders will start between 10:00AM and 11:00 AM. Bring or buy lunch. Maps, showing some foodstops, will be provided.

April Club Meeting Program

Riding time is already here for some of us, a realizable goal for some, and an enticing dream for others. Regardless of which of these categories you fit into, this month's program will be for you. Irv Weisman will challenge with slides from last year's Cherry Blossom Ride, a club classic. Then it's up to you: choose your three best slides from rides of the past few years, and bring them to the meeting for presentation. Call me at 544-9163 (home) or 921-4317 (office) so I can reserve a featured spot for your slides.

And if you don't have any slides of your own, just come and enjoy the inspiration from a stellar offering!

The meeting is April 14, Tuesday at 6:00P.M. at Artemis Restaurant, 76 Duane Street (just off Broadway, two blocks north of City Hall).

Sara Flowers, Programs

Ride Previews

<u>DATE</u>	<u>RIDE</u>	<u>LEADER</u>	<u>CLASS</u>	<u>DISTANCE</u>	<u>STARTING POINT</u>
May 3rd.	Seven Lakes Dr Double Metric.	Kryznovek	A	120	NYC
May 3rd.	Five Boro Bike Tour.	AYH	ABCD	35	NYC
May 10th.	<u>ALL CLUB RIDE.</u>	NYCC	ABC	25-100	NYC
May 9th - 10th	TOSREV		A-B	200	Ohio
May 17th.	Montalk Century.	AYH-Botlag	A-B	100	Queens
May 22nd-25th.	GEAR	Miller	B	140-?	NYC
May 23rd-24th.	Pepsi Cola Marathon	YOU	ABCD	25-?	NYC
May 31st.	Saddle River Express	Mailing	A+	110	NYC
June 14th.	Raritan Valley Roundup	CJBC	ABC	25-100	N.J.
June 14th.	New Hope Double Metric.	AYH-Bauman	A	120	NYC
June 27-28th	Boston Ride	Bauman	A	220	NYC
June 27th.	Strawberry Festival.	AYH	A-B	82	NYC-Queens
July 12th.	Albany Ride.	AYH-Bauman	A	150	NYC
July 19th.	<u>ALL CLUB RIDE.</u>	NYCC	ABC	25-100	NYC
July 26th.	Danbury Ride.	AYH-Veder	A	110	Bronx
July 26th-Aug 1st.	RAGBRAI		A-B	500	Iowa
Aug 15th. - 16th.	Delaware Water Gap.	Mailing	A	280	NYC
Sept 5th-7th.	Montreal Ride.	AYH-Bauman	A	375	NYC
Sept 13th.	Bear Mountain Century.	AYH	A	100	NYC
Sept 20th.	HI-POINT 100.		ABC	25-100	Nassau
Sept	LAW NATIONAL CENTURY MOUNTH.				
Oct 4th.	<u>ALL CLUB RIDE</u>				
Oct 10th-12th.	Capitol Run	AYH-Bauman	A	250	NYC
Oct	SCOR Weekend				
Oct	NYCC Fall Time Trials				

CYCLIST, KNOW THYSELF! RIDE THE NYCC SELF-CLASSIFICATION RIDE
Irv Weisman, Project Co-ordinator

On April 26, riders will start from the NJ side of the G. Washington Bridge on 25 and 50 mile marked routes which the club has been using the past few years. In addition to enjoying the popular routes, they will be generating data on ride performance which will help the Rides Committee to plan the club ride schedule, and will enable the riders to select club rides which fit their abilities.

In a conventional time trial, each rider rides alone, over a flat course, as fast as s/he can. The resulting time is a measure of the rider's cycling capability and cardiovascular fitness. However, the April 26 rides are not along a flat course, rather they involve terrain typical of NJ and Westchester; relatively flat when riding north-south, and hilly when riding east-west. Both routes return to the top of the Palisades via Clinton Ave. - an excellent hill for checking the adequacy of your low gears and your cycling fitness. (If necessary, walk the hill after giving it a try; don't kill yourself.)

The riders, rather than pushing themselves to near exhaustion, will proceed at their preferred club-riding pace, riding alone or in compatible groups, making whatever rest and food stops they desire. Their resulting times, in conjunction with the Proposed Ride Classification Graph in the Feb. 1981 Bulletin, will yield your personal Rider Classification i.e. A+, A, A-, B+, etc. and will inform the club leaders of the preferences of the members. Your participation is most strongly urged. Nearby clubs will also be invited to participate so that we get a broad base of data. The starting times are listed in the Rides Schedule.

"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

(continued on next page)

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.

March Board of Directors Meeting

SUMMARY OF MINUTES (UNAPPROVED)

1. There are approximately 70 paid 1981 members thus far, including 12-15 new members.
2. The Board approved Martha Ramos' letter/application form/miniquestionnaire to be used to solicit memberships and sent in response to inquiries regarding the club.
3. Bill Cooper reported that the club business cards are at the typesetter's.
4. The Board approved the Rides Committee's "Guidelines for Club Riders," to be printed in the April bulletin.
5. The Board discussed the plans for the **April** general membership meeting, and gave Sara Flowers several suggestions for future programs.
6. The Board discussed the Pepsi Cola Bike Marathon (to be held May 23, 1981), including the use of team jerseys, and medals.
7. The application for AYH Charter Membership has been completed and will be forwarded to AYH.
8. The next Board meeting will be held on April 7, 1981.

Copies of complete approved minutes are available from Irene Walter.



Jimmy Rex, by now bored with double centuries, is working on his next record setting feat, as shown on the right.

Commercial Advertising Policy

Pricing	Full page advertisement	\$50.00
	Half page advertisement	30.00
	Quarter page advertisement	20.00
	Eighth page advertisement	15.00
	Per line (min. three lines)	3.00

- Placement to be done by the Bulletin Editor
- Any member who has paid dues before Labor Day may advertise three lines for free until the following April 30.
- Any member who pays dues after Labor Day may advertise three lines for \$5.00 until the following April 30.
- Other clubs or organizations are not exempt from this policy unless the Board of Directors determines otherwise.
- The Bulletin Editor may reject unsuitable advertising, with appeals made to the Board of Directors.

The Presidential Sports Award Program

The Presidential Sports Award Program is an incentive program of the Presidents Council on Physical Fitness and Sport. The awards are given in a wide variety of sports that an individual can participate in to become and remain physically fit. For bicycling you must ride 600 miles. Thats easy, right, wrong, you can only count 12 miles in any one day towards the total and you have four mounths to complete the milage. This means you must ride 12 miles about every other day. The award is designed around 50 exercise sessions. You can do less say 6 miles for 100 days. I have found the only way to receive an award is to commute to work by bike.

The specific requirments are as fallows:

Bicycling

1. Bicycle a minimum of 600 miles (more than 5 gears); or, bicycle a minimum of 400 miles (5 or fewer gears).
2. No more than 12 miles in any one day may be credited to total (more than 5 gears); No more than 8 miles in one day may be credited to total (5 or fewer gears).

Now I would like to tell you all what this program has done for me. I heard about this program in 1978 and sent in and received the log sheets and information about the program. In 1978 I received one award and took the entire 4 mounths to earn it. That year I rode 1609 miles. I was so proud of this achivement, the certificate signed by the president, and the patch, I made a New Years resoulution in 1979 that I would ride my bike to work every day that the weather permitted. (Above 32 degrees, roads free of snow and ice, and not raining or snowing in the morning, The evening coming could take care of itself). I did this and received 4 awards in 1979 and put 4300 miles on the bike. For 1980 I made the same New Years resoulution but was more dedicated to it and the winter was a mild one. We also had a bike lane over the 59th Street bridge. I wann't worried about riding over the bridge with traffic at night on the way home. So I rode more. I have qualified for 5 awards this year and would have gotten 6 but I caught a very bad cold two weeks ago and couldn't ride and I didn't want to take the chance of over heating and then cooling down to fast. On some of the colder days due to my weakened condition I would have run a real danger of developing pneumonia . This I didn't need. I have not ridden for 12 days. Today Christmas I was planing on going out tut -10 degrees is just a little to cold to ride. By the end of the year I should have 5600 miles (5596.2) on the bike. Not the improvement form 1978 to 1979 but still a good improvement.

This program has done some other things for me that are much more important than just puting more miles on the bike each year. The first thing all this biking has done for me is, I lost 40 pounds. This was done not just by biking but by watching my diet and cutting out the junk and fattening foods. When I first got my 10 speed with droped bars I was very uncomfortable riding in the drops. I had a very large spare tire around my waist (truck tire not bike tire) but now there is no problem. The fa t is gone. I am much stronger than I was four years ago. I feel really good, and I don't tire nearly as easily as I used to. I now concider myself physically fit not just alive and walking around.

When I ride my bike to work in the morning I am awake and ready to go when I arive. It does't take two cups of coffee and an hour and a half to get going. Riding home in the evening does the same thing. I gets the body moving and ready to accomplish whatever needs to be done at hone. Sleeping on the train is not an accomplishment. I haven't been in the physicial condition and felt as good as I do now since I was in the Army 17 years ago. The Army forced you to exercise if you wanted to or not.

I strongly recommend that all the club members participate in this progrsm. The woust it can do for you is make you feel better, make you stonger, and a better biker. The program hasn't given me enough incentive to lay down the cigareettes yet, but thats coming , maybe this coming year. Thats my New years resoulution for 1981,

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ride more, do a good job as VP Rides, and really try to quit smoking.

For information and log sheets send a stamped self addressed envelop to :

Presidential Sports Award

P.O. Box 5214

FDR Post Office

N.Y.,N.Y. 10022

To quote the President:

A strong and vital America depends on physically fit Americans. Can we depend on you?

P.S.

Our new Club President Jim Rex also particapetes in this program. He has so many Presidential Sports Award patches that he has made a vest out of them. BUT he cheats. Yes cheats. He rides to work on a thrck bike(one gear) to take advantage of the lower milage requirements. An "A" double century rider that rides fewer miles for the same award. SHAME! I know he has some lame excuse for this but I don't know what it is.

David C. Miller

V.P. Rides

Cycling Shorts

Models Department Stores are selling "Tour De France" jeans. Named after you know what. They are "designer jeans" that are made in the USA and are selling for about 15 dollars. If you search thru the stack you may be able to find a pair with the bicycle emblem on them. The newer ones only have "Tour De France" without the bike. They are also selling Nylon wind breakers, any color you like, for \$7.99. They are seconds so really check them out. They are made in the USA and are really good quality and a bargain. The jeans are mens only, no Gloria's to make you ladies really look good. DCM VP Rides.

LONG TIME MEMBERS TAKE NOTE: Ethyl Robertson (former N.Y.C.C. President) who has recently retired, is currently recuperating from foot surgery, and has been unable to attend recent Club meetings. The Club wishes Ethyl a speedy recovery and much enjoyment on her retirement.

A CYCLIST NEEDS OUR HELP

I received a telephone call from a cyclist that needs help from the cyclists of our club. She enjoys bicycling but cannot ride alone. She is Blind. She has her own tandum but needs a captain to ride with her on Saturdays and or Sundays, mabe even Club rides? She told me that she exercises daily and runs on a treatmill to keep in shape. She works at a full time job but likes to get out on her bike. She is 36 years old.

I have not met her in person but through the conversation with her on the phone she sounds like a very nice person.

The NYCC prides itself by helping new cyclist become good expert cyclists. We now have the opportunity to help a blind cyclist enjoy cycling as much as we do.

We are able to ride alone but she cannot.

Her name is: Laura Sloate, Home phone number: 288-9584 7:30 PM to 12:00 PM.
Work Phone Number: 668-9864 8:00 Am to 6:00 PM.

She lives in Manhattan at 75th and Madison Ave.

We have a duty to help our fellow cyclists. If you can take a small amount of your time to ride with her please call her at the above telephone numbers.

Every body can enjoy biking with a little help from their friends!!! Please be a friend to Laura!!!

David C. Miller

G.E.A.R. 1981

G.E.A.R. is the Great Eastern Area Rally. This year there are two. GEAR Up and GEAR down. GEAR Up in New Paltz, N.Y. GEAR Down is in Murfreesboro, Tenn. I will lead a ride to GEAR Up in New Paltz, Tennessee is a little too far to ride to in one day. I plan to start bright and early Friday morning, 7 to 8 AM, and ride at a nice B to B- pace. We will have to carry four days baggage on our bikes unless other arrangements can be made. This also means you will have to take a vacation day Friday. It is about 70 miles to New Paltz, but there are some steep hills in between. I will try to plan a route to avoid as many of the hills as possible but there will still be some. Once we are there we will be able to enjoy the rides, exhibits, fellowship with other cyclists, (2000 approx), and party for the weekend. Then we will ride back to NYC starting bright and early, well sometime Monday morning depending on how much riding and partying we did over the weekend.

The cost is \$80 for lodging and meals for the weekend. You must make your own reservation by April 10th. The form is at the end of this article. We must supply our own linens this year. I would suggest an AYH sleep sack. It is lighter and more compact than sheets and a pillow case. You can make one or buy one from AYH, A better alternative is the "Silver Lining" available at most camping stores and "Bike Warehouse". Its made out of Nylon and is very light, a few ounces, and folds to about 4X6X1 inches. Its designed to keep your sleeping bag clean and or mattress and and blanket clean. It does not have a pillow pocket though.

This ride will be limited to as many people that would like to come along. But you must be in shape for a 70 mile hilly ride in nine(9) hours with about 25 pounds of gear on your bike, plus about 50 miles on Saturday, 50 miles on Sunday, and 70 miles back to NYC. Thats 240 miles. More if you choose longer rides over the weekend, less if you choose shorter rides.

I won't babysit any rider. If you are not is shape for a 240 mile ride in four days you will be dropped, and be left on your own. I will also expect that your bike will be in perfect mechanical condition. I don't plan a moving bike repair course that will only delay other riders. I plan to ride as a group but I will have maps.

GEAR is over the Memorial Day weekend. May 22-25th. We will leave Friday May 22nd early in the morning, and arrive Friday evening to register, enjoy the weekend and return to NYC Monday evening, Memorial day.

GEAR is habit forming. Once you go to one you will look forward to the next one. Come along and enjoy, but you must send in your registration form today or you may not be able to come. Space is limited.

Meeting time, place, and exact details will be in the May Bulletin.

David C. Miller

PLEASE USE CORRECT REGISTRATION FORM. Please print. Each registrant must have his or her own form. (Form may be duplicated).

GEAR Up, New Paltz, NY, May 22-25, 1981

LAST NAME	FIRST	MIDDLE	<input type="checkbox"/> Female <input type="checkbox"/> Male
ADDRESS		CITY	STATE
AREA CODE/TELEPHONE NUMBER	AGE	NUMBER ATTENDING IN YOUR FAMILY	

ZIP

EMERGENCY CONTACT NAME AREA CODE/TELEPHONE NUMBER

1. REGISTRATION FEE
Adult over 10 years 15.00

2. LEAGUE MEMBERSHIP

L.A.W. membership number

Non-L.A.W. members MUST pay one of the following:

Individual membership, age 14 and over 15.00

Family membership, parents and children to 21 20.00

(With membership you will receive monthly American Wheelmen magazine, membership card, patch, bicycle decal, window decal, and Directory listing members, clubs, officers, legislative volunteers, touring information sources, and hospitality homes)

I do not wish to join the L.A.W. Pay per person: 5.00

3. CAMPUS FEES

Campus housing is two single beds per room. NO LINENS PROVIDED. Meals are Saturday breakfast through Monday lunch.

Adult over 10 years, food and housing 85.00

Adult over 10 years, food only 47.00

Adult over 10 years, no food or housing 14.50

Child 4-10 years, food and housing* 60.00

Child 4-10 years, food only 42.00

Child 4-10 years, no food or housing 14.50

*Children 10 and under may sleep on floor of parent's room. Free of charge. Limit of two children per room

Optional Friday evening dinner, May 22, 5-8 p.m.

Vegetarian meals required

Tandem, request first floor room

4. CHILD CARE See reverse for details

I am interested in _____ days of child care for _____ children, ages _____

5. BUS TOURS

West Point tour, Saturday, May 23

Roosevelt and Vanderbilt Estates, Sunday, May 24

*Admission additional

6. LATE FEE

If postmarked after April 10, 1981

7. SPECIAL REQUEST FOR ROOMMATE I wish to room with:

Please submit roommate's registration form and fees in same envelope.

Send check or money order in U.S. funds with self-addressed, stamped business envelope to receive confirmation and other information to:

GEAR Up '81

P.O. Box 62

Stanfordville, NY 12581

TOTAL \$

PLEASE SIGN RELEASE

NOTE

It is expected that parents of children under 18 years will arrange for them to be accompanied on all rides by a responsible adult. Also, parents and/or adult riders will assume the responsibility to see that all riders under their supervision are operating bicycles in good mechanical repair, and that bicycle and rider are equipped with the proper safety equipment.

CHILD CARE

Capacity 40, ages 2-10; \$10 per day, half days Saturday, Sunday or Monday, 8:30-1 (\$5.50), 1-5 (\$5.00). Children 7-10 will take a field trip, weather permitting.

WAITING LIST

Please place me on your waiting list if registration capacity is reached. Checks will be held until GEAR, Yes ☐ No ☐

CANCELLATIONS

All fees except registration are refundable if notice of cancellation is postmarked by April 10, 1981.

SHUTTLE SERVICE

I realize the expense will be mine. I will send information as to the approximate time of my arrival at the Dutchess County Airport or the Poughkeepsie or Rhinecliff Train Stations. (Please pay in advance) Yes ☐ No ☐

RELEASE

All applicants must sign the release below

In signing this release for myself or for the named entrant, if entrant is under the age of 18, I acknowledge that I understand the intent hereof, and hereby agree to and absolve and hold harmless the League of American Wheelmen, the Mid-Hudson Bicycle Club and S.U.N.Y. at New Paltz and their officers, members, students and employees, respectively, and any others connected with this event in any way whatsoever, singly and collectively, from and against blame or liability for any injury, misadventure, harm, loss, inconvenience, or damage suffered or sustained as a result of participation in the Great Eastern Rally 1981 or in any activities associated therewith. I understand that

the League of American Wheelmen, the Mid-Hudson Bicycle Club and S.U.N.Y. at New Paltz are not responsible for, and are not insurers of, my personal safety during the event. I thus release them, and I agree to save them harmless, from any and all liability arising from my having sustained any property damage or personal injury by reason of their negligence in participating in or sponsoring or planning or arranging the event. I also hereby consent to and permit emergency medical treatment in the event of injury or illness. I shall abide by traffic laws and regulations and practice courtesy and safety in cycling.

SIGNATURE OF ENTRANT DATE SIGNATURE OF PARENT OR GUARDIAN IF ENTRANT IS UNDER 18

APPLICATION FOR MEMBERSHIP IN THE NEW YORK CYCLE CLUB

As a N.Y.C.C. member, I accept full personal responsibility for obeying all traffic regulations and for my own safety on the road. I will hold the Club, it's officers and ride leaders blameless in case of accident.

NAME(S) _____ PHONE H. _____

B. _____

ADDRESS _____ APT. _____

CITY _____ STATE _____ ZIP _____

DATE _____ AMT. OF CHECK _____ NEW _____ RENEWAL _____

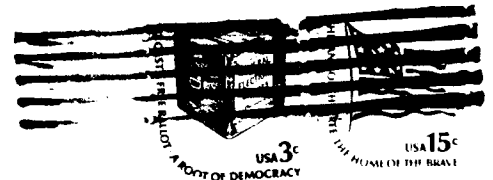
WHERE DID YOU HEAR OF N.Y.C.C.? _____

OTHER CYCLING CLUB MEMBERSHIPS _____

1981 membership dues are \$11.00 per individual, \$14.00 per couple residing at the same address and receiving only one newsletter. Mail this application, with your check, to:

The New York Cycle Club, Inc.
P.O. Box 877
Brooklyn, N.Y. 11202

New York Cycle Club, Inc.
c/o Alice St. Andrea
43 Fifth Ave. #1D
New York, N.Y. 10003



FIRST CLASS

Chris Mailing
324 E. 82nd St. 3C
New York, NY 10028