

February
1981

NEW YORK CYCLE CLUB

FEBRUARY, 1981

PUBLISHED BY
NEW YORK CYCLE CLUB, Inc.
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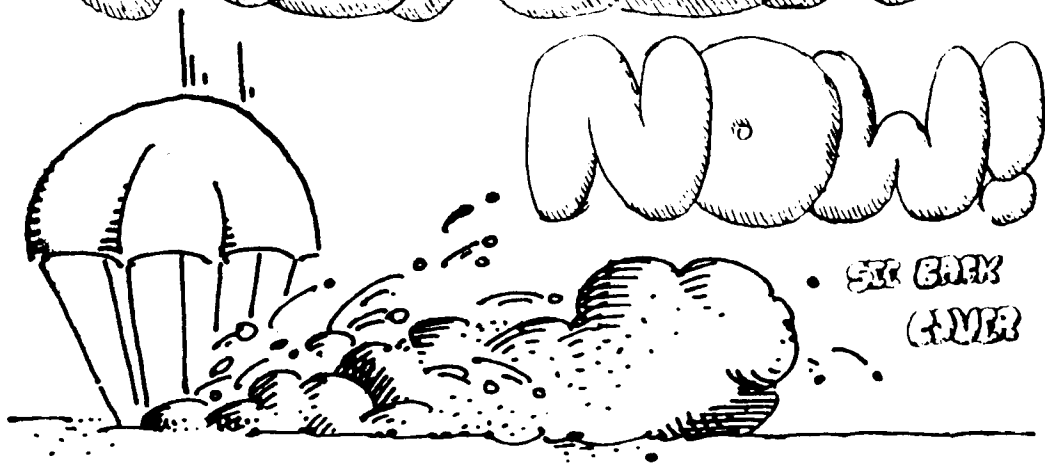
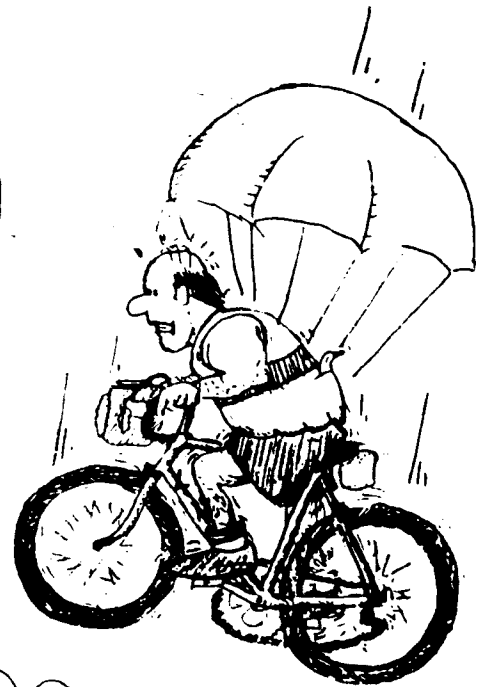
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HIT THE
GROUND
ROLLING
THIS
SEASON:
RENEW
NOW!



Ride Listings

"A" and "B" rides for February.

Anyone who wishes to ride, weather permitting, please call Bob Friedman at 724-4246 or Chris Mailing at 879-6199 for "A" rides. Call Barbara Silverstein at 685-2714 for "B" rides.

Saturday, February 7th.

"ROCKY RUN". 24 SECOND PATEH RIDE AND DOG SLED COMPETION. See the January bulletin for details or call Ken Abramaon at 672-9555.

Sunday, February 8th.

STATEN ISLAND. 25 miles. Meet your leader Barbara Bates in Battery Park and take the 10:00 AM Ferry to Staten Island. This is an easy flat ride. An indoor lunch stop is planned. Please bring a lock for your bike. The ride is canceled if the temperature is below 32 degrees or rain or snow is forcast. For more information call Barbara at 932-6334.

Sunday, February 15th.

NASSAU EXCURSION. Meet your leader John Lubaszaka at 10:00AM at the Cunningham Park Parking Lot, on Union Turnpike (between Francis Lewis Blvd. and 193rd St.) in Queens. Enjoy a short cycle trip, feast upon a fabulous fast-food menu and return home refreshed. Trip will embark into Lynbrook-Valley Stream area of Nassau. Bring a lock for your bike. The ride will be about 17 miles. For more information call John at 523-2198.

Ride Previews

Saturday, March 7th. ALPINE, NEW JERSEY. 35 miles. "B" ride. Meet your leader Ken Abramson at 9:00 AM at 59th St. and 5th Ave. in Manhattan for a ride along the base of the remarkable Palisades. Along with the beautiful scenery there is a steep climb up the Palisades designed to test out your winter overhauling of bicycle and knee joint. Dress for winter conditions, and bring food. Food is not available along the route. For more information call Ken at 672-9555.

"B" TRAINING RIDES

Leaders Barbara Silverstein and ???. The "B" Training Rides will be the same as the "A" Training Rides but at a "B" pace. They will meet at the same time and place.

Late March or early April. The NYCC mass time trial. This ride is designed to help you classify yourself. See Irv's article.

RENDEZVOUS IN THE FLORIDA EVERGLADES

Cyclists from all over - the States and outside - will be attending the 15th Annual Wheelmen's Winter Rendezvous in Homestead, Florida March 8-12. NYCC has been represented annually with several intrepid bikers returning year after year, and for good reason. The Dr. Paul Dudley White Bicycle Club which hosts the event are the most charming and genuinely warm people you will ever meet anywhere and after 14 years of running this most delightful event are also quite expert in arranging a totally terrific week. Several rides are offered daily for all levels of cyclists from 12 miles to the first time ever double century. Stay at a comfortable motel (very reasonable rates) or nearby campgrounds. Non-cycling friends and family are also guaranteed a good time with a varied choice of activities from touring to just plain relaxing in the Florida warmth. All share in the evening activities from square dancing to the banquet at the Homestead Air Force Base. The rides, by the way, are through vast tomatoe farmlands, the exotic Everglades, the beach and mangrove coast. For further information and application write P.D.Q. to Nadine Fichter, P.O.Box 1368, Homestead, Florida 33030 (305/247-8956). Questions? Call Ken Abramson 672-9555 or Lorraine Gewirtz 832-9073. Please call before 10 P.M.

Ride Previews

					LEADER	C	B	A	FROM
MAR	1	"A" RIDER CONDITIONING SERIES			MAILING &			40	NYC
"	8	"	"	"	FRIEDMAN			52	"
"	15	"	"	"	"			60	"
"	21	"	"	"	"			50	"
"	22	"	"	"	"			65	"
"	28	"	"	"	"			68	"
"	29	"	"	"	"			75	"
APR	4	"	"	"	"			65	"
"	5	"	"	"	"			90	"
"	11	"	"	"	"			68	"
"	12	"	"	"	"			112	"
"	18	"	"	"	"			65	"
"	19	CHERRY BLOSSOM FESTIVAL			WEISMAN	!	!		" & PATH
"	?	FIVE BORO BIKE RALLY			BAUMAN	!			"
MAY	9	TOSRV (2 DAYS)						215	OHIO
"		ALL CLASS CLUB RIDE				25	50	100	NYC-NJ
"	17	HALF FAST DOUBLE CENTURY			REX			200	QNS
"	22	GEAR WEEK END			LAW	!	!	!	TENN
"	23	10TH ANNUAL PEPSI-COLA BIKE MARATHON				!	!	300	NYC
JUN		NEW HOPE DOUBLE METRIC CENTURY						125	" - PA
"		ALBANY						150	"
JUL		ALL CLASS CLUB RIDE				25	50	100	" - NJ
"		MONTREAL EXPRESS (UNDER 40 HRS)						380	"
"		DANBURY CENTURY						110	BRONX
AUG		DELAWARE WATER GAP (2 DAYS)						290	NYC
SEP		LAW NT'L PATCH RIDES				25	50	100	"
"		HI POINT 100				25	50	125	QNS
"		LONG ISLAND DOUBLE CENTURY						200	L.I.
OCT		TH CAPITOL RUN (24 HRS)						250	NYC-WDC

Ride Results

			TRIP MILES	RIDERS	CLUB'S MILEAGE
NOV	22	QUEENS COUNTY CREEKS	15	16	240
"	"	" CAPER	25	13	325
"	"	ROSLYN LOOP BY WORD OF MOUTH	50	4	200
"	29	WOMEN TIME TRIAL SERIES #4			
"	30	CHAPAUQUA LOOP BY WORD OF MOUTH	70	6	370
DEC	6	WOMEN TIME TRIAL SERIES #5			
"	7	ROSLYN LOOP BY WORD OF MOUTH	50	3	150
"	13	" " "	40	3	120

SUPPLEMENTARY DATA

BY JIM REX

MEMBERS			DATE	LEADERS			RIDES			TRIP AVERAGES				
VOTER	BOARD	CLUB		ALL	**	*	TRIP, MILES & RIDER, MILEAGE			CLUB		COMBINED		PER LEADER
		284	1972	20			35							1.75
	6	312	1973	30	3	15	46	2580			56			1.53
	6	201	1974	28	4	11	58	3188			55			2.07
	7	227	1975	28	6	10	83	5414			64			2.96
130	10	244	1976	57	10	14	133	8382	1592 111092	9	41	12	63	2.34
53?	10	223	1977	70	11	25	132	7347	1865 107161	6	48	14	56	1.89
60	10	239	1978	41	9	16	131	8931	5870 276457	6	64	44	68	3.20
71	11	189	1979	37	12	7	108	6868	8229 330861	5	58	40	63	2.76
51	12	189	1980	32	8	12	115	7971	1094 87329	7	65	10	69	3.48

NOTE: ** CENTURY LEADER & * HALF CENTURY LEADER AS PHYSICAL CRITERIA IN SOME CLUBS FOR PRESIDENTIAL AND BOARD MEMBER PREREQUISITS.
PREVIOUS REFERENCE ON PAGE 7 JANUARY 1981 BULLETIN

PROPOSED CLASSIFICATIONS FOR RIDES AND RIDERS
Irv Weisman, NYCC Project Co-ordinator

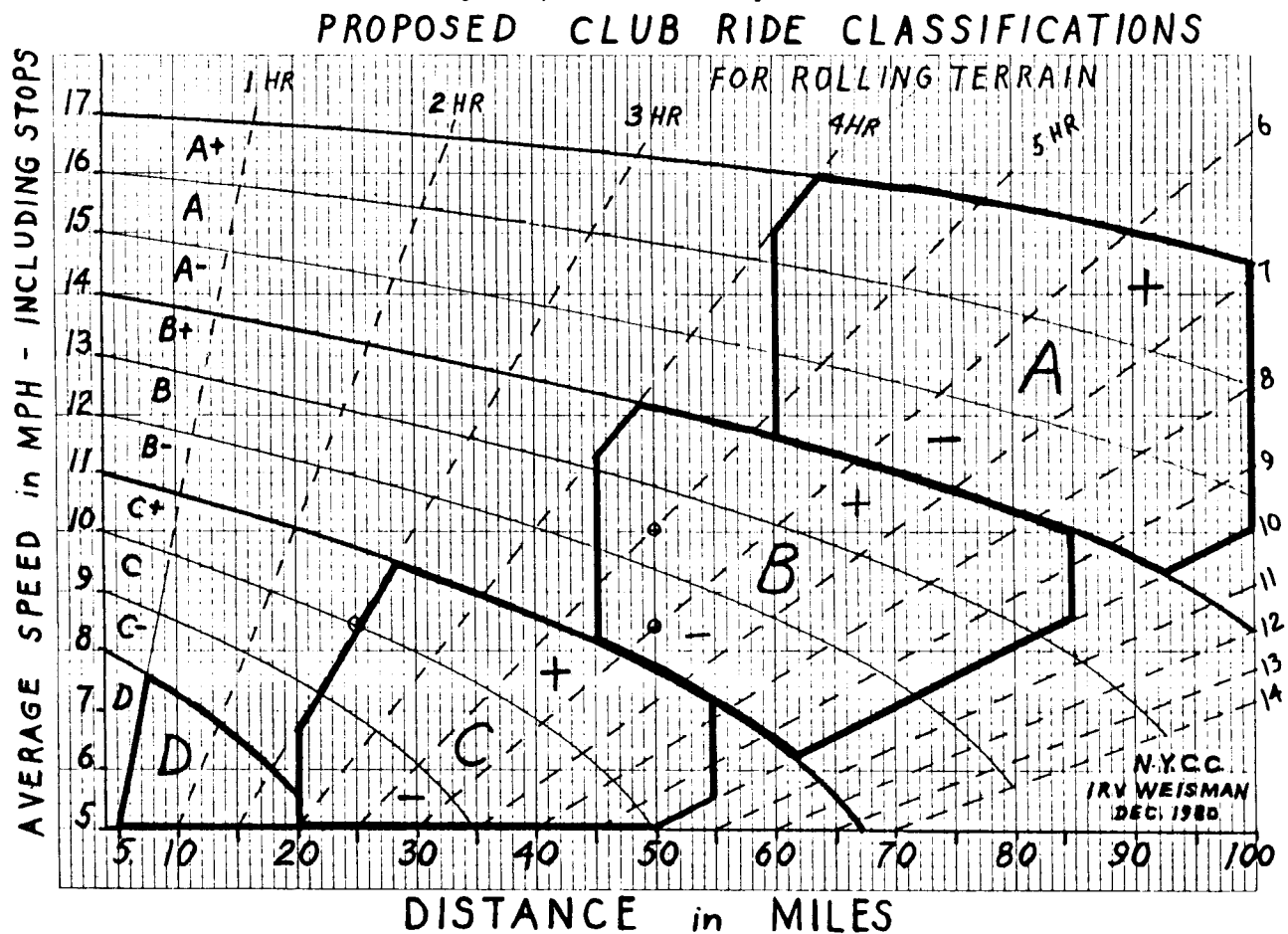
Jim Rex and I have been classifying rides and riders for several years. We have used personal experience, observations, and, more recently, aerobic point values to guide our thinking. However, total aerobic point values for a ride are not good indicators of the severity, or level, of a ride. Instead, the actual riding speed is the most significant factor in rider endurance. A change of approximately 10% in riding speed (e.g. from 12 mph to 13 mph) will result in a factor of 2 reduction in endurance (e.g. from 8 hours to 4 hrs.). Therefore, NYCC, along with other clubs in the area, has been using a letter code to classify the actual riding speed, or pace.

However, we all know that distance is also an important factor in the overall impact of a ride. Seventy-five miles is more taxing than is 50 miles ridden at the same speed. So it is really necessary to know both the riding pace and the total distance in order to form a subjective judgement as to the suitability of a ride for our level of ability.

It would be very convenient to use total Time and Distance to classify a ride, but it has been felt that rest stops were unpredictable in duration and should therefore not be used in the calculation of the average speed of a ride. However, careful record-keeping by Jim Rex and myself at the Sept. 1980 All-Class Club and Patch Ride showed that the rest stops were more predictable than previously assumed. In general, the stronger the rider, the smaller the percentage of time spent on stops. Stops vary from 15 to 20% for A level riders, to 25 or 30% for C level riders. Using this information, I converted actual riding speed and estimated duration of stops into an Average Speed, and ended up with a graph which shows Distance, Time, Average Speed, rider classifications, and typical club rides.

READING THE GRAPH

Altho the graph is not very complex, the curves and dashed lines make it look formidable to the uninitiated. Don't panic, but don't expect to understand it without a bit of



careful attention. Follow the discussion below, and you'll read the graph with no trouble.

The horizontal axis shows the Distance travelled, while the vertical axis shows the Average Speed in miles per hour. The horizontal grid lines, of course, carry the values of speed across the graph, and the vertical grid lines carry the distance values up into the graph.

Superimposed onto this grid are two additional sets of lines. The slanting, dashed lines represent elapsed Time - 1 hr., 2 hr., etc, as shown at the upper ends of the lines. The intersection of a Time line with a Speed line is also the intersection with a Distance line. Thus, the intersection of the 2 hr. Time line with the 10 mph Average Speed line is also the intersection with the 20 mile Distance line, as is to be expected. (Distance = Speed X Time; Speed = Distance/Time; Time = Distance/Speed). Similarly, the 15 mph Speed line intersects the 4 hr. Time line at the 60 mi. Distance line. Check these.

In a variation of the procedure, locate the intersection of the 50 mile Distance line with the 5 hr. Time line at the 10 mph Avg. Speed line. At the intersection we find: D = 50 miles; T = 5 hrs.; Speed = 10 mph. (50 mi. = 10 mph X 5 hr.) Check a few other intersections so that it becomes familiar and easy for you to do.

RIDING CLASSIFICATION LINES

The long sweeping curves, which start at the Average Speed axis on the left and slope downward to the right, are the upper and lower boundary lines for the various levels, or classes, of riding power. The more powerful riders (A level) can ride faster than the less powerful riders. As explained above, each mile per hour increase in speed represents a significant increase in power requirement. Thus the classification is based on the Average Speed for any given distance. The curves droop because rest and lunch stops make the Average Speed significantly less than the riding speed. Consider a riding speed of 17 mph. If the rider takes a 6 minute (0.1 hr.) break after 1 hour, s/he will have covered 17 miles up to the stop. Upon stopping, the Average Speed is still 17 mph. But upon resuming after the 0.1 hr. break, the Average Speed is 17 mi./1.1 hr. = 15.4 mph. That short 6 minute stop brought the Average Speed way down. Continued riding at 17 mph will gradually move the Average Speed up, but it will never get back to the initial 17 mph. For purposes of the graph, I assumed break and lunch stop durations, and obtained smooth curves.

TYPICAL CLUB RIDES

In addition to the boundary lines for the different levels of riding (A+, A, A-, B+, etc.), you'll note heavily outlined areas on the graph. These represent the boundaries, in Time and Distance, for the typical club rides designed for the different classes of riders. For the A and B riders, I have suggested club rides with a lower time limit of 4 hrs., and an upper time limit of 10 hrs. Of course, shorter and longer rides are possible in all classes, and, in fact, Chris Mailing often runs a Sat. morning 50 mile "Quickie" in 3 hours.

As for distances, I suggest that A club rides extend from 60 to 100 miles; B rides from 45 to 85 miles; C rides from 20 to 55 miles; and Beginners (D) from 5 to 20 miles. Note that the B and C rides are being extended considerably beyond the distances we have been using. But the graph shows that in a 10 hour day we can do these longer rides, so by gum, we'll just have to start scheduling them!

Note also the "sag" effect of distance, on C riders in particular. The fastest C+ rider can do 55 mi. in slightly under 8 hours; the C rider can do a 50 miler in 10 hrs.; while the C- rider is only expected to do 35 miles at best before sagging to an Avg. Speed of 5mph.

TRAINING AND CLASS "PROMOTIONS"

Let's examine what changes in class take place as the rider trains and gradually increases speed and/or distance. Start with a 50 mile ride in 7 hrs: that's C+ riding level. If the pace is increased to 50 in 6, it becomes a B- ride; if the pace is increased to 50 in 5, it becomes a B level ride; if ridden in 4 1/2 hrs., it is a B+ ride; if speeded up further to 50 in 4, the rider makes it into the A- class; and so on up the scale.

(continued on next page)

Alternatively, instead of increasing the pace, consider increasing the distance while maintaining the same pace of 10 mph. Thirty miles in 3 hrs. is a B- level; 50 in 5 is a B level; 70 in 7 (or 75 in 7.5) is a B+ level; and if you keep going to 100 in 10 hrs., you have promoted yourself to an A- rider. Note that you can make it into the A- class by doing an L.A.W. Century (100 in 12). Is all this reasonable to you? Unreasonable? Let me know.

(LEADERS) USING THE GRAPH FOR CLASSIFYING RIDES, AND (RIDERS) SELECTING RIDES

Leaders, who know the lengths of their rides and the time in which they want to complete them, can easily find the overall ride classification, as we did above, by finding the region in which the ride Distance and Time lines intersect.

Riders should choose club rides which are close to their capability level, and should not go out on rides more than one level above their capability. A C+ rider can go out on a B- ride, say a 50 in 6, and push a bit to keep up; but should not go out on a B level 50 in 5 unless s/he is prepared to ride alone. The discrepancy in ability is too great, and the B level riders will be forced to slow down too much. It is disruptive to their enjoyment of the ride, and is therefore unfair. The same holds for other mismatches.

CYCLISTS, KNOW THYSELVES

But how can you know what your riding level is? To help you discover this hidden talent, the NYCC Rides Committee is planning a mass Time Trial, probably late in April or early May. It will be run, at your very own preferred pace, over our marked route. Your time for the ride will give you a good idea of your capabilities and preferences on a typical club ride with some hills. It will also give the Rides Committee some up-to-date information about the spread of riding capability in the club, and thus help them plan our rides. We intend to invite nearby clubs to participate, and thus increase our sample of riders of diverse riding abilities. They will help to verify, or vilify, these proposed classifications. EVERYBODY MUST PARTICIPATE IN THIS VITAL RESEARCH! I need your sweat and tears in order to get at the ultimate graphical truths!

Direct your comments on the graph to Irv Weisman Box 97 Kingsbridge P.O. Bronx, NY 10463, or (212) LO2-7298(eves).

January Board of Directors Meeting

SUMMARY OF MINUTES (UNAPPROVED)

- 1.) The Board voted unanimously to appoint Irene Walters as Secretary and Chris Mailing as Editor for 1981.
- 2.) Dave Miller will supply Alice St. Andrea with photocopied pressure sensitive address labels for mailing the Club Bulletin.
- 3.) Jim Rex reported that between 63 and 122 members failed to renew in each of the last ten years.
- 4.) Martha Ramos and Barbara Silverstein are looking into bicycle theft insurance policies.
- 5.) The Board is looking for a volunteer to represent the Club at meetings of the City's Bike Advisory Committee, typically held on weekday mornings.
- 6.) The Rides Committee will meet on January 20th.
- 7.) The Board voted to send members who haven't renewed their Club membership by April 1st a letter reminding them to do so.
- 8.) Sara Flowers is planning to hold a seminar on off season conditioning and training at the February Club Meeting.
- 9.) The option of renting a P.O. box at the F.D.R. Station was postponed by Ken Abramson as the Brooklyn P.O. box is serving adequately and is already publicized.
- 10.) The next Board meeting will be held on February 3rd.

Complete copies of approved minutes are available from Irene Walters.

"A" RIDING TECHNIQUES
by Chris Mailing

TRAINING (The second in a series of four articles)

Training for bicycle supertouring is a very personal endeavor, due to varying influences of other activities, the cyclists' interests, and the degree of motivation to "really bust chops" this year. As a recreational activity, I believe that the whole process should be enjoyable, unlike the work involved in preparation for athletic competition. However, much can be learned from the training programs used by racing cyclists.

The objective of training for "A" rides should be physical conditioning sufficient to enable comfortable participation on rides of approximately 100 miles in 8 hours. Most "A" riders find that they need to ride at least once or twice a week, and sometimes more, in order to develop and maintain this capability. Age should not be a limiting factor; I know cyclists in their 50s who ride 100 miles in 6 hours regularly.

There are two components to athletic fitness: muscular strength and cardiovascular capacity. Either one without the other is useless for cycling, because muscle strength is needed to push the pedals, and the cardiovascular system supplies fuel to the muscles. Some marathon runners have very little muscle strength and great cardiovascular capacity; the converse is often true of weight lifters.

A proper training program requires some kind of activity during the off season. There are several winter sports that complement cycling well because they also require both muscle strength and cardiovascular capacity. Cross country skiing, ice skating, and even brisk walking will serve to retain a cyclist's condition in the off season. Each of these activities, like cycling, requires a long push with the leg muscles, in contrast to running, in which the leg pushes in jolting bursts. While running will do a great job of maintaining cardiovascular capacity, it develops leg muscles differently from cycling.

Many bicycle racers stay in condition during the winter by speed skating, cross country ski racing, or playing hockey. Some racing cyclists stipulate that it doesn't matter what you do, as long as you get some exercise every day in order to maintain basic cardiovascular capacity.

I personally like to take a break from cycling for a few months each year, and find training on rollers or an exercise bicycle boring. While such a program will maintain cardiovascular capacity, rollers will not maintain muscle strength, so spring training on the bike is still required. The advantages of riding rollers are: 1) they will, unlike an exercise bike, develop good riding form (especially the ability to ride straight), and 2) like an exercise bike, they toughen the muscles in your derriere.

Cycling is an unusual activity in that the rider literally sits on his blood supply. The arteries that supply a rider's leg muscles run through the backside and down the inside of the legs. Until your derriere is toughened each year, sitting on the saddle squeezes these arteries, thereby limiting the flow of blood to your leg muscles. The amount of early training required to build up muscles to support these arteries varies from one individual to another, but it gets easier to do each year you ride.

On-the-bike training should begin with easy, low gear rides. The objectives of early rides are to toughen the derriere, tone up leg muscles, and redevelop good riding form. Many racers start the season on track bikes, which aid in developing good form, with gears lower than 60 inches.

Over the course of two months, distance, gearing, severity of terrain, and speed should be gradually increased to about 100 miles at 16 m.p.h. (riding speed, net of stops). As you might expect, the NYCC "A" Training Rides are designed to provide such a program for Club members.

The Editor's Corner

This Bulletin is my first effort as Editor, and, as such, I'm sure there are a few "bugs" to be worked out in future issues. Your feedback and ideas are much appreciated.

I have a few thoughts for the content and presentation of the Bulletin. Among them:

- "The Editor's Corner" will be a regular feature for editorial comment and letters to the Editor. I hope that it can become a forum for the discussion of cycling related issues and ideas by the membership. Letters to the Editor should be lucid and concise. I may not be able to publish every letter received, as The Editor's Corner will generally not exceed one page.
- Jim Rex's "Cycling Shorts" feature will be reinstituted, with short news items of members, their activities, and cycling in general.

The Bulletin will be more interesting to read if many members contribute. I am particularly interested in generating material for the Cycling Shorts column, as I cannot keep up with all the news throughout the Club. As a confessed "A" rider, I am especially concerned that I may not hear news of "B" and "C" riders. I would also appreciate any articles, pictures, cartoons, poems, etc. that would appeal to the membership.

Cycling Shorts news items and letters to the Editor need not be typed. Articles and other contributions should be typed with 5 column margins in pica type or 6 column margins in elite type (i.e. 75 characters per line in pica or 90 characters per line in elite).

Please submit your contributions to me at the Club Meetings or by mail to the address on the cover. --- Chris Mailing

Letters

I am writing this letter as a slight addition to Chris Mailing's excellent article in the January 1981 Bulletin, because I believe these items are of extreme importance.

Here is an easy method to determine the proper saddle height which Chris stresses in his article. Pedal with the heels of your feet on the pedals. When your legs are fully extended and comfortable, you will have approximately the right leg extension. Pedalling with your heels is only for saddle height adjustment, pedalling with the balls of your feet is essential for efficient cycling.

The front to back saddle position that Chris mentioned is crucial for both avoiding knee pain and efficient cycling. The "midpoint of the stroke" is when both cranks are parallel to the ground, and the knee that should be over the pedal spindle is the front knee.

Other equipment of importance to efficient cycling is toe clips and straps, cycling shoes and cleats. Toe clips and straps keep your feet in the proper position when pedalling and keep your feet from falling off the pedals when spinning (pedalling at high r.p.m.s). Cycling shoes with stiff soles help spread the pressure of the pedals over the entire foot. Cleats, which many people feel are dangerous really are not. In city traffic toe straps can be loosened, so that the feet can be quickly removed from the pedals. Cleats are essential for hill climbing and for "pushing" big gears. They allow you to pull up on the pedals as well as pushing down, which lets you use your calf muscles as well as your thigh muscles. Remember that top riders do not only "push" big gears they pull them as well. -- Bob Friedman

February Club Meeting Program

Are you amazed at how quickly you lost all your wonderful, hard-won biking muscles and at the slack inches that are returning to your middle? Maybe the next regular club meeting in February will give you the information and inspiration that you need to reverse the trend. Joe Wigodner, who is possibly the best conditioned and best looking member of our club, will tell us his year-round formula which allows him to step on his bike any time and go! Come and witness his success, and witness for your own success formula. He is expecting lots of questions and comments.

The second part of our program will feature Chris Mailing (certainly no mean slouch in the tone and looks department) outlining the spring training rides program. He hopes for a question or two, as well as your suggestions. Martha Ramos, our most attractive membership director, will round out our program with a report on some of the winter-keep-in-shape activities she is organizing. She, too, wants your best thinking to help produce your best tone.

Join us. February will be the month of conditioning, spring training, and good looks.

The meeting will be held on Tuesday, February 10, at 6:00 pm at Artemis Restaurant, which is located at 76 Duane St., two blocks north of City Hall, just east of Broadway.

MOCK ELECTIONS

At the December Club Meeting, awards were made and mock elections held.

Connie Orentlicher presented a trophy made with a twisted derailleur, inscribed, "in memory of the 1980 cycling season", to Carl Calnek to commemorate the two derailleurs he destroyed in August. Bob Friedman and Jimmy Rex assisted in the construction of the trophy.

Jimmy Rex received the Silver Shovel award from Chris Mailing and a bent crank arm from Irv Weisman in honor of his "iron leg" reputation.

The following members won mock elections:

- Martha Ramos won "Rider of the Year" by a landslide vote;
- Chris Mailing won "Ride of the Year" for his Cold Spring Breakfast Ride;
- Peter Schaaf won "Rookie of the Year" by general acclaim;
- Gary Krzynowek won "Captain Crash" in recognition of past performances (he noted that he'd only crashed once in 1980);
- Bill Wojtech won "Best Dressed Rider";
- Dave Miller won "Club Smokestack" in a hotly contested competition with Bob Friedman (the evidence was in the ashtrays);
- Lorraine Gewirtz and Sherman Cohen won "Best Couple".

Jimmy Rex also announced the top ride leaders in 1980.

-Chris Mailing, Secretary

ICE SKATING ON WEDNESDAY EVENINGS

Many cyclists speed skate for winter conditioning. Ken Abramson invites you to skate with him at various skating areas this winter. Whether you are a first time skater, or already into a regular conditioning program, or just want to see what a NYCC member looks like on ice skates call Ken at home 212/672-9555 or at work 212/757-7722. Since we are alternating sites, call for details a few days in advance of the Wednesday you intend to skate.

APPLICATION FOR MEMBERSHIP IN THE NEW YORK CYCLE CLUB INC.

As a NYCC 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 _____

WHERE DID YOU HEAR ABOUT NYCC _____

Other Cycling organization(s) you belong to _____

DATE _____ AMT OF CHECK _____ RENEWAL _____ NEW _____

Dues for one year at \$11 per single, \$14 per couple residing at the same address and receiving only one newsletter. Mail to

NEW YORK CYCLE CLUB Inc.
P.O. Box 877
Brooklyn, N.Y. 11202

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NEW YORK, NY 10003



FIRST CLASS

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