

January
1983

NEW YORK CYCLE CLUB

January
1983

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C RIDES COORDINATOR

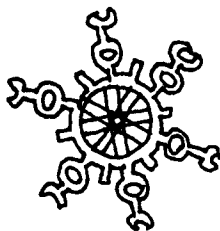
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NEW YORK



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Ride Listings

GUIDELINES FOR CLUB RIDES

NYCC rides are intended to be friendly group rides; we don't like to "drop" or lose anyone. Riders whose physical or bicycle condition seem 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) Bring water, snacks, spare tube, patch kit, pump and lights for after dark.

RIDE CLASSIFICATIONS

		Riding Pace
"A+": ANIMALS:	Anything goes. Eats up 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 bike and their bodies; training up to "C." Frequent stopping and regrouping. Do not believe reports of mere mortals riding 100 miles or more in a day.	-8 mph

Any member may lead a ride. See the respective Ride Coordinator to submit a Ride Listing form: "A" rides: Claire Goldthwaite (228-0828); "B" rides: Hilary April (229-0088); "C" rides: Gregory D'Agostino (272-4271)

Central Park Boathouse phone numbers are: 650-9521, 744-9813, 744-9814.

Sat Jan 1 NEW YEAR'S DAY GET OFF YOUR DONKEY RIDE Leader: Ed Schweber (567-
 "A" 60 mi 2661). Hey folks, it's 1983! And how many miles did you say that
 9:00 am you were going to ride this year? Well, you won't do it by sitting
 on your donkey. Meet at the Central Park Boathouse for a prompt
 9:00 am departure to Briarcliff in Westchester County. There are a
 number of delis and diners en route; hopefully, one of them will be
 open. Bring plenty of food and water just in case. The ride will
 be cancelled if, according to the telephone weather forecast (976-
 1212) at 8:00 am, there is any chance of sub-freezing temperatures,
 icy roads or precipitation.

The rides listed below are all part of a series which Martha Ramos is leading and which are discussed in an article elsewhere in the bulletin. They will all be subject to the following weather cancellation conditions:

- 1) A starting time temperature below 38 degrees Fahrenheit.
- 2) Winds over 12 mph.
- 3) Ice on the roads

Sat Jan 15 NYACK Leader: Martha Ramos (858-9142). Meet at 178 St. and Fort
 "B+" Washington Ave. (inside the bus terminal) for a ride to Nyack.
 45-50 mi There will be an indoor food stop in Nyack before we return. An
 10:00 am alternate date for this ride is Jan 23. This ride is subject to
 the weather cancellation conditions listed above.

Sun Jan 16 SYOSSET Leader: Martha Ramos (858-9142). Meet at 179 St. and Hill-
 "B+" 50 mi side Ave in Queens (take the "E" or the "F" train to the last stop).
 10:00 am The food stop will be indoors in Syosset. This ride is subject to
 the weather cancellation conditions listed above. An alternate
 date for this ride is Jan 29.

Sat Jan 22 BERGEN-ROCKLAND MARKED ROUTE Leader: Martha Ramos(858-9142).
 "B+" 50 mi Meet at 178 St. and Fort Washington Ave. (inside the bus terminal) for a ride along the marked route. There will be an indoor food stop at a diner. An alternate date for this ride is Jan 30. This ride is subject to the weather cancellation conditions above.
 10 am

Sun Jan 23 NYACK Leader: Martha Ramos(858-9142). Meet at 178 St. and Fort Washington Ave. (inside the bus terminal) for a ride to Nyack.
 "B+" 45-50 mi There will be an indoor food stop in Nyack before we return.
 10 am This ride is subject to the weather cancellation conditions above.

Sat Jan 29 SYOSSET Leader: Martha Ramos(858-9142). Meet at 179 St. and Hillside Ave. in Queens(take the "E" or the "F" train to the last stop). The food stop will be indoors at a diner in Syosset. This ride is subject to the weather cancellation conditions above.
 "B+" 50 mi
 10 am

Sun Jan 30 BERGEN-ROCKLAND MARKED ROUTE Leader: Martha Ramos(858-9142).
 "B+" 50 mi Meet at 178 St. and Fort Washington Ave. (inside the bus terminal) for a ride along the marked route. There will be an indoor food stop at a diner. This ride is subject to the weather cancellation conditions above.
 10 am

1983 RIDE PREVIEWS

DATE	RIDE	LEADER	CLASS	DISTANCE
3/6-4/16	A/A+ Training Rides (every Sat and Sun)	Iasoff/Mailing et al.	A/A+	40-100mi
Mid Mar- Mid Apr }	"B" and "C" Training Rides (exact dates to be set)	various	B/C	various
5/7-5/8	Tour of the Scioto River Valley	Columbus AYH	A	210 mi
5/15	Montauk Century	AYH	A	115 mi
5/21-5/22	Pepsi 24 Hour Marathon -NYCC entry (note the change from the usual date)	Barth/D'Agostino Karrin/Rex/ Schweber		whatever
5/28-5/30	GEAR- Slippery Rock, Pa.	LAW		whatever
6/5	All Class Club Ride to Tallman State Park	Rides Committee	A/B/C	various
6/26	Albany	AYH	A	150 mi
7/1-7/4	Shelter Island Weekend	Ramos	B+	200+ mi
7/2-7/3	600 Km Syracuse Time Trial (Steve Bauman has agreed to organize the NYCC contingent)	Konski/Audax	A+	373 mi
7/31	All Class Club Ride to Bethpage State Park	Rides Committee	A/B/C	various
9/3-9/5	Montreal in 40 hrs. (tentative)	Lubaszka/AYH	A+	375 mi
9/?	Paris-Brest-Paris/ 750 miles in 90 hours/exact date to be set		A+	750 mi
10/2	Third Annual Bill Baumgarten Memorial All Class Club Ride to Kingsland Point Park	Rides Committee	A/B/C	various

ON RIDE LEADERSHIP

Ed Schweber, V.P. Rides

When I became the "A" rides coordinator last year and began recruiting ride leaders, many people demurred on the grounds that they didn't know any good routes or that they weren't natural leaders. In some cases these were just excuses. In others, the reluctance did appear to be genuine. Actually, leading a ride, besides being lots of fun, can be quite easy. In this article and a few to follow, I will offer some suggestions on how to select your destination and route and on what to do during the ride itself. If I make ride leadership seem easy, well, that's the way it is.

Having decided to lead, your first decision will be where to go. The most obvious source of ideas is those rides that you have been on, led by others. Take their route and lead it, with or without modification. You will find most of our current ride leaders very willing to help you with this. Perhaps they can suggest modifications that they themselves have thought of but had not yet had a chance to try.

Another source of ideas is the various regional bicycling guide books available from, among other places, the AYH store at 132 Spring Street in Manhattan. Here too, you can use these routes as is or modify them to taste. Or you can select a route that starts outside the city with your own original contributions being the legs to and from the starting point.

The standard among these guide books is Bicycle Tours in and Around New York by Carlinsky and Heim. It has some very worthwhile routes in Long Island, Westchester and New Jersey suitable for all three ride classes. Some of these routes do not appear to be in the repertoire of any of our current ride leaders.

Less well known is Bicycling in New Jersey by Harold Poor. Many of his routes start deep in New Jersey and thus, if you are starting from New York, are only suitable as "A" or long "B" rides. If you wish to drive to the starting point, this book is a great source of ideas for all classes. Country Cycle Tours' Great Swamp trip and my own Pine Barrens ride both come directly from this book.

Also little known is Short Bike Rides on Long Island by Phil Angelillo. These routes are short, even for a "C" ride. But there is no reason why you can't string a few of them together.

You don't even need a cycling book. An invaluable resource is the New York Walk Book by the New York - New Jersey Trail Conference. The trails described are suitable for hiking only. However, the book also gives good general descriptions of all the major less developed areas near New York including many parks that make splendid cycling destinations.

With a little imagination, any outdoor book can be converted to a cycling guide. I recently came across a canoe book: Exploring the Little Rivers of New Jersey. It is indeed hard to cycle a river - even a shallow one! However, this book also describes some fascinating areas that these rivers pass through and I am currently trying to work out some bike routes that parallel the rivers.

Then again, you don't even need a guide book. Do you know a place that you find intriguing? Then others will be intrigued as well. It needn't appeal to everyone. Club members are under a moral obligation to lead their fair share of rides. But this is an obligation to the club as a whole. You do not have to please any specific member. Let him lead his own rides!

January Club Meeting Program

The Art of Bicycle Commuting

Carole Chavanne, Programs Director

It's New Year's Time, and you may have resolved to add bicycle commuting to your list of athletic activities. Some of you, perhaps due to fear of sweat or fear of bike theft may be resolutely against the concept. And of course, there are many of you who are diehard bicycle commuters already, who ride to work even with icicles dangling from your helmets.

The January NYCC meeting will feature a new video tape entitled Bicycling to Work. The tape, produced by the Environmental Protection Agency (EPA), details the joys and discomforts of traveling to work "au bicyclette" by following the tread marks of some real bicycle commuters in action. And speaking of real commuters, the evening will also include a panel of NYCC commuters and EPA bicycle enthusiasts who will share their experiences and answer your questions.

So, come to Artemis Restaurant starting at 6 PM on Tuesday January 11th. Artemis Restaurant is at 76 Duane Street (just off Broadway, two blocks north of City Hall).



BIG BASH SLATED - NEW YORK CYCLE CLUB TO HONOR ITS RIDE LEADERS

Ed Schweber, V.P. Rides

Bike riding is what we are all about and ride leaders play a vital role in the club. As a symbolic gesture of gratitude, Marsha Taggart has extended her hospitality to all those who have led a NYCC ride in 1982 - anyone, that is, whose name appears on Chris' compilation of ride results elsewhere in this bulletin - for an ice skating party at her house in Yorktown Heights on Sunday afternoon, February 6. There is a pond across the street from her house which, hopefully, will be frozen. If not, there is a commercial roller skating rink nearby (with roller skate rentals).

In accordance with club wishes that ride leaders not be materially rewarded, this will be a bring your own food and booze affair. Bring whatever strikes your fancy. We should get an interesting mix.

Marsha's house is served by public transportation, but we should be able to organize car pools.

Come ye ride leaders and celebrate yourselves! Bring a spouse and/or a friend. . If you wish to come, call Ed Schweber (567-2661) by Wednesday, February 2.

This article is in answer to Irv Weisman's remarks in the December bulletin.

It seems as if Irv misunderstood the term "dance", as it refers to cycling.

To "dance up a hill" is not to traverse the road from curb to curb, but merely to stand up on the pedals, while riding a straight line.

Irv, and many of you, know that from time to time I have some knee pain. Low gears, you say? I use low gears. According to Irv's formula : $100 - \text{age}(24) = 76 \div 2 = \text{suggested low gear of } 38"$. I use 40.5", only $2\frac{1}{2}"$ higher than what the formula considers ideal.

I weigh about 30 lbs less than what would be considered "average". With 30lbs less to haul up the hills, I think that a transgression of one sprocket tooth can be forgiven.

One thing that brings some relief to my sore knees is getting out of the saddle. The change in position is quite welcome on long rides.

Racers ride in much higher gears than we normally do. Whether standing or sitting, they put much more strain on their joints. Racers stand when they run out of low gears; they allow gravity to help them push the pedals down, instead of using sheer muscular force.

We can learn that standing lessens the muscular force needed to climb a given hill, and this takes some stress off the knees.

After analyzing my symptoms and observing the way my shoes wear out on the inside edges first, I've come to the conclusion that I probably need orthotics.

Experimenting with non-prescription arch supports has confirmed this idea, but my knees still are not 100%, so I have plans to see a sports orthopedist after the holidays.

I feel that gearing should fit a rider's fitness level. Irv's formula is a good starting point, but can be tempered with regard to a rider's weight, pulse rate, and terrain to be covered.

If you hurt when you ride, check your position on the bike. If the pain persists, see a sports orthopedist before you do permanent damage.

LEAGUE OF AMERICAN WHEELMEN



P.O. Box 988
Baltimore, MD 21203

(LETTER TO THE EDITOR)

So Irv Weisman thinks the low gear should be inversely proportional to age! I wonder how Dan Henry would feel about a recommendation that he use a 15" low gear. The assumption that people start out strong and go steadily down hill--what should we call that--blatant ageism? There are some people who ride regularly and happily report that they get stronger every year.

Walter K Ezell
Walter K. Ezell

FROM PHYLLIS LEHMANN:

My new home phone number is 212/636-5716.
You can't get it by calling my old number,
but I'll be listed with Information if you
call that.

KAREN LANGENMAYR, R.P.T.
PHYSICAL THERAPY AND SPORTS MEDICINE

TELEPHONE
688-8807

30 CENTRAL PARK SOUTH
NEW YORK, NY 10019

BUT BABY IT'S CCCOLD OUTSIDE

Martha Ramos

In an endless attempt to expand our rides program (and to reach new heights of masochism), I will be leading a series of January rides. I will also point out that they will have a high cancellation factor (I'm not that masochistic). These rides, rated B+, will be no more than 50 miles and will have an indoor starting point and lunch stop.

Conditions under which we ride will include: a) starting time temperature of at least 38°F, b) wind factor of 12MPH or less, c) the absence of precipitation in any form at the start of the ride, d) no icy road conditions present. See schedule for details.

In view of the projected mild winter forecast and the long fall we have so far enjoyed, I think there is a fair to good chance some of these rides will take place. So if the winter blues have got you down and you're not into winter sports, join me for a winter's day ride.

--- "Life is not living, but Living in Health" ---

JOE WIGODNER

On October 1, I attended a conference on (Sports Medicine and Physical Fitness) at the Meadowlands Sports Complex. It was a forum for exchanging ideas among professionals and participants of physical fitness and sports activities, sponsored by "The New Jersey State Council on Physical Fitness."

There were over 300 people registered for this whole day affair; sports physicians, coaches, teachers, recreation specialists, fitness educators, nutritionists, health educators, and interested individuals.

Basically, aware of it or not, they were talking about retaining a state of physiological well being or "fitness" far below our numerical age - and as I was leaving I thought to myself, why that's me - hell! I'm five decades ahead of what they are talking about; such as "Physiological changes resulting from Endurance - Type Physical Conditioning", and the importance of some weight training to balance, for muscle tone to hold the body together in supporting the organs and skeletal structure.

As to cycling, I started at 58 as another aspect of my lifetime involvement with physical fitness training - if not that, it would have been something else, but Dr. Kenneth Cooper convinced me that Aerobic training was the way to go - but I never relented on some weight training, swing bells and calisthenics for over all muscle tone. Fourteen years later at 72, Oct. 16th - I am fit and holding my own, as those who ride with me can attest to.

Thursday August 12th I took a friend of mine on one of my week-day rides. He had one of those cycle computers on his bike, and it was fun to be getting all the information as we rode along - one of which I pass along was: 75 miles in 4 hrs. 53 min. cycling time, or 15 7/8 MPH average. On Aug. 19th riding with four members of the "Western Jersey Wheelmen", one with a computer showed 65.5 miles in 4 hrs. 2 min. cycling time, or 16 1/2 MPH average. In between those two rides I rode one 92 miles and one 88, with ample hills on all rides- since most of my riding is in Hunterdon County, N.J.

As far as longevity is concerned, there are too many imponderable or unknown factors involved, since the enemy always lies hidden within. Thoreau said: "Disease is not the accident of the individual, nor even of the generation, but of life itself. In some form and to some degree or other, it is one of the permanent conditions of life."

Shakespeare tops that with this line: "And death once dead there's no more dying then."

And this too: "there's the respect that makes calamity of so long life;" until that time comes we owe it to ourselves to so live that we can be at least 20 to 30 years younger than our numerical age, that is - more likely to go past the proverbial three score and ten, and outdo most people of '40', untrained.

To sum up, fitness and good health are synonomous terms; to strive and work toward that goal is the wisest thing anyone can do, the title of this letter was written by Martial in AD43 - with all due respect to Martial, and Physical Fitness Forum's, we know more about what to do to achieve a maximum state of fitness.

Someone once said: "He is the true artist whose life is his ~~material~~; every stroke of the chisel must enter his own flesh and blood and not grate dully on marble." Or, the key word is discipline- make your body do what you want it to do; but all your life!....To do the opposite is disaster.

"And what is good, Phaedrus,
and what is not good ----
Need we ask anyone to tell us these things?"

CHANGING GEARS, OR TO "B" OR NOT TO "B"

by Hilary April

Winter has again made its entrance, temporarily bringing to a halt outdoor riding for most of us. But this too shall fortunately pass and the few chilly months ahead can be used constructively to set personal goals that can be achieved on the road in 1983.

At the November general membership meeting, several cyclists who classify themselves as "C's" expressed a desire to me to go on "B" rides during the upcoming season. Assuming that they have a mechanically functional ten-speed, water bottle, pump, patch kit, toe clips, and the will to increase distance and speed, I believe the most important essential is a knowledge of gearing. Cyclists refer to the specific combination of front chainring and rear sprocket in terms of gear inches or ratio. The simple formula for computing this is:

$$\frac{\text{front chainring teeth} \times 27 (\text{wheel diameter})}{\text{rear sprocket teeth}} = \text{gear inches}$$

Your success in improving your riding style is dependent on recognizing and utilizing those gears which allow you to pedal most efficiently and comfortably over a variety of terrain. One rider might cycle predominantly in a gear of 78 inches, another in 60. You must determine what feels right for you. Learn to heed the signals from your body. If your knees ache or you get muscle cramps, you're probably pushing in too high a gear. Next time out, experiment with a slightly lower gear. Once you figure out the gear inches available, tape them to your handlebar stem for easy reference.

For those riders considering "moving up," I would like to encourage you to participate in the Spring training rides in March. These will offer an excellent opportunity to learn by the exchange of information and experience.

NEW YORK CYCLE CLUB INC.
STATEMENT OF ACCOUNTS
FOR THE FISCAL YEAR ENDED NOVEMBER 30, 1982

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Balances-on-hand at December 1, 1981      Checking A/C      $ 1259.75
                                           Time Savings      327.04
                                           Total              $ 1586.79
  
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Receipts

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Club Dues (net of returned checks)    $ 3490.50
Interest Earned on Savings              38.11
Sale of Jerseys (final)                 30.00
                                           Total Receipts    $ 3558.61
  
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Disbursements

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Bulletin Printing Costs                $ 1411.79
Postage                                871.26
Bank Service Charges                    17.94
Post Office Box Rental                  20.00
LAW Membership                          10.00
Miscellaneous Other Expenditures        64.23
                                           Total Disbursements $ 2395.22
  
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Surplus \$ 1163.39

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Balances-on-hand at November 30, 1982    Checking A/C      $ 1767.04
                                           Time Savings      983.14
                                           Total              $ 2750.18
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Receipts of membership dues increased by 32% over 1981. The cost of printing rose 26%, and postage doubled from last year, reflecting the increased distribution costs. The Club's financial position is 73% better than it was at the close of fiscal 1981.

Other Assets of the club include: Typewriter, Projection Screen, Silk-Screen Equipment, Heat Transfers, and Miscellaneous Stationery & Supplies.

I certify that the above report represents a true rendering of the Club's financial transactions and balances for the fiscal year ended November 1982.

(Signed): Joseph Hulbert
Treasurer, Fiscal 1982

SUMMARY OF DECEMBER 1982 BOARD MEETING MINUTES (UNAPPROVED):

1. The board discussed the awards ceremony which is to occur at the December membership meeting.
2. It was decided that Ed Schweber will arrange a party for all 1982 ride leaders to be held at Marsha Taggart's house in Yorktown Heights the first weekend in February.
3. The motion carried unanimously that Carole Chavanne, as incoming program director, be given a \$200 budget for the year.
4. There was lengthy discussion about the Club's role in the Pepsi Marathon.
5. Maggie Clarke made a number of suggestions, including sending a copy of our bulletin to Transportation Alternatives, which was approved.
6. The next board meeting was scheduled for Tuesday, January 4, 1983.

Copies of the complete, approved minutes are available from Maggie Clarke.

ATTENTION ALL CLUB MEMBERS

Will you please check your Name, Street Address, Apartment Number, City, State, Zip Code, and Telephone Number in the NYCC Club Roster that you received in your December Newsletter. Also please check the mailing label on your News Letter. If you find an error please contact me by phone or send me a note in the mail.

Special notice to Queens members, Check your address label. If it says queens, NY your newsletter is being delayed 2 to 3 days. I need to know what part of queens you live in.

Thank you and Good Biking,



DAVID C. MILLER
410 East 75th Street #1C
New York, New York 10021
212-794-9365

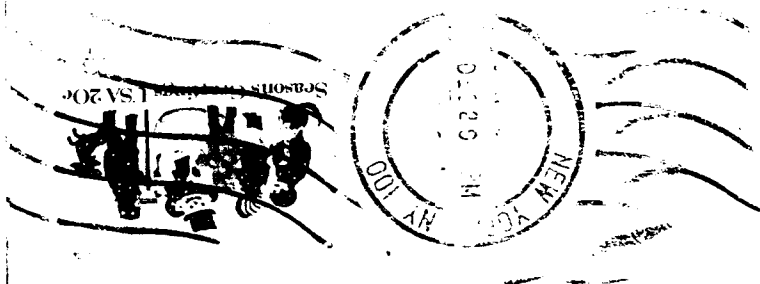
COMMERCIAL ADVERTISING POLICY:

<u>Pricing:</u>	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.

FIRST CLASS

Christopher Walling
Georgia Lasoff
324 E 82nd St #3C
NY, NY 10028



DAVID C. MILLER
410 East 75th Street #1C
New York, New York 10021
212-794-8385



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, its 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 _____

1983 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