

February
1984

NEW YORK CYCLE CLUB

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IN ITS 48TH YEAR

**February
1984**

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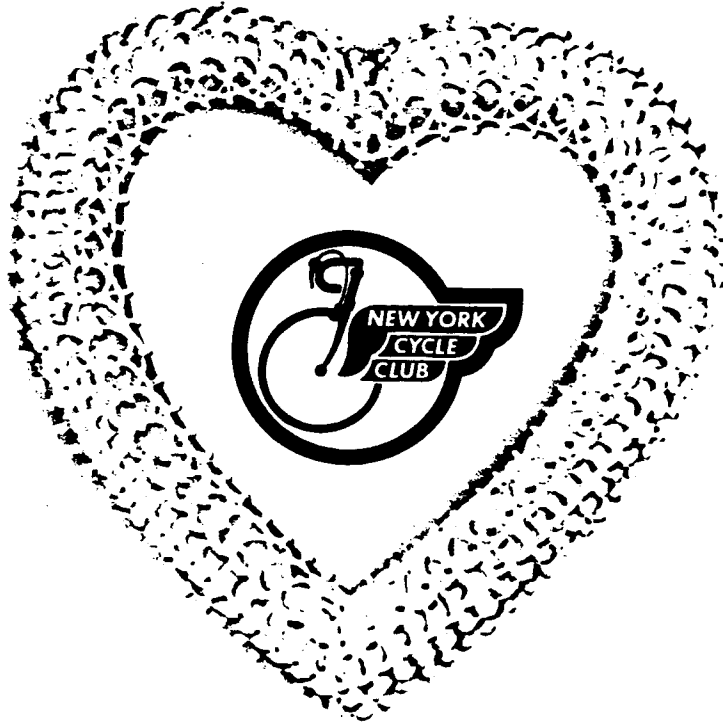
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P.O. BOX 877, BROOKLYN, NY 11202

Ride Listings -- compiled by Sara Flowers, V.P. Rides

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.
- 5) Eat a good breakfast.

RIDE CLASSIFICATIONS

		<u>Riding Pace</u>
"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.

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

Sat Feb 4 WHITE PLAINS MYSTERY RIDE Leader: Lee Gelobter (646-7037). Meet at the Central
 "A-" Park Boathouse at 9 am for a brisk (14-16 mph) ride to the Flagship Diner in
 55 mi White Plains. The exact route is still a mystery to Lee, so call him if you
 9:00 am need further info.

Sat Feb 4 RING-A-DING RIDE Leader: Alinda Barth (441-5612). Time and place of the ride
 "B" start will have to be determined by the leader according to weather conditions.
 35-50 mi Call the evening before the ride. Ride will go only if the temp is 40° or better
 ? am at the start, winds are less than 15 mph, and roads are clear with no precipita-
 tion forecasted.

Sun Feb 5 RING-A-DING RIDE Leader: Alinda Barth (441-5612). This is an alternative
 "B" for the previous ride, depending on the weather.
 35-50 mi
 ? am

Sun Feb 5 WOULD YOU BELIEVE NYACK? Leader: Claire Goldthwaite (223-0823). This is the
 "A" third time I've listed this ride: first time--rained out; second time--three
 50 mi people started; one pulled down by polar bears on Riverside Drive, the two
 9:00 am remaining set a new record for sitting and shivering in the Skylark. Anyway,
 Nyack by way of Bradley Hill Rd., a stop at the Skylark, and back on JW. Meet
 at the Boathouse. Precipitation, and/or sloppy roads, and/or 8 am temp below
 20° cancels.

Sat Feb 11 NYACK BY WAY OF PASCACK (OR PROTOGS IN HICKSVILLE) Leader: Marty Wolf (935-1460)
 "A-" This ride will include a 42-mile loop by way of Pascack Rd. Meet at the Traway
 70 mi Plaza at 9 am. If, however, the January 21 trip to Protopgs in Hicksville was
 9:00 am rained/snowed out, this ride will instead go to the Protopgs Discount Store in
 Hicksville. Call Marty for specifics.

Sat Feb 11 RING-A-DING RIDE Leader: Martha Ramos (858-9142). Time and place of ride start
 "B" will have to be determined by the leader according to weather conditions. Call
 35-50 mi the evening before the ride. Ride will go only if the temp is 40° or better at
 ? am the start, winds are less than 15 mph, and roads are clear with no precipitation
 forecasted.

- Sun Feb 12 RING-A-DING RIDE Leader: Martha Ramos (353-9142). This is an alternative for
"B"
35-50 mi
? am
the previous ride, depending on the weather.
- Sun Feb 12 WESTCHESTER MYSTERY Leader: Marc Freedman (499-3440 home or 524-1928 work).
"A-"
45-60 mi
8:00 am
Meet at the Central Park Boathouse for a not insanely, but reasonably briskly
paced ride to who-knows-where in Westchester. (Don't worry--I know where
who-knows-where is). If weather conditions are questionable, call me between
6:30 and 7:00 the morning of the ride.
- Sat Feb 13 LEADERLESS RIDE Meet at 9:00 at the Central Park Boathouse for an "A" ride to
"A"
? mi
9:00 am
be determined by the riders who show up.
- Sat Feb 13 RING-A-DING RIDE Leader: Sara Flowers (544-9163). Time and place of ride start
"B"
35-50 mi
? am
will have to be determined by the leader according to weather conditions. Call
the evening before the ride. Ride will go only if the temp is 40° or better at
the start, winds are less than 15 mph, and roads are clear with no precipitation
forecasted.
- Sun Feb 13 RING-A-DING RIDE Leader: Sara Flowers (544-9163). This is an alternative for
"B"
35-50 mi
? am
the previous ride, depending on the weather.
- Sun Feb 13 THE SECOND ANNUAL DO YOU REALLY THINK THAT YOU STILL CAN AFTER YOU HAVE SAT
"A-"
60 mi
9:00 am
ON YOURS ALL WINTER CHALLENGE RIDE "MASACREE" Leader: Ed Schweber (567-2661).
Meet at 178 Street and Broadway (by the George Washington Bridge Bus Terminal)
at 9 am for a ride to Armonk, where we will make an indoor lunch stop. A start-
ing temp of less than 32°, any forecast of precipitation, or ice or snow on the
roads cancels.
- Sat Feb 25 NYACK AGAIN? WHY NOT? Leader: Lee Gelobter (646-7037). Meet at the Central
"A-"
70 mi
9:00 am
Park Boathouse for a quickly paced (14-16 mph) ride through Englewood, Oradell,
and Pascack for lunch in Nyack. The ride back is very flat and will be quicker
than the ride out, but save enough for Palisades Avenue. Rain, snow, or 8 am
temp below 25° cancels. Call Lee for further details.
- Sat Feb 25 RING-A-DING RIDE Leader: Maggie Clarke (567-3272). Time and place of ride start
"B"
35-50 mi
? am
will have to be determined by the leader according to weather conditions. Call
the evening before the ride. Ride will go only if the temp is 40° or better
at the start, winds are less than 15 miles per hour, roads are clear with no
precipitation forecasted.
- Sun Feb 26 RING-A-DING RIDE Leader: Maggie Clarke (567-3272). This is an alternative for
"B"
5-50 mi
?
the previous ride, depending on the weather.
- Feb 26 ROCKLAND LAKE Leader: Steve Sklar (245-3245). Explore the wilds of Rockland
Lake State Park unless Old Man Winter prevails. If he does, and conditions
outside the Park are passable, the ride will be rerouted into the Nyack-Rock-
land lake vicinity. Ride cancels if 8:00 am temp is below 20°F or roads are
wet or icy. Estimated riding time: 4 hours. Meet at the Central Park Boathouse.

1984 RIDE PREVIEWS

<u>DATE</u>	<u>RIDE</u>	<u>LEADER</u>	<u>CLASS</u>	<u>DISTANCE</u>
7/1-7/3	Lambertville Weekend	Martha Ramos	"B"	150+ miles
9/1-9/4	Shelter Island Weekend	Martha Ramos	"B"	250+ miles



CYCLING SHORTS --- Gregory D'Agostino

So it's February, it's pretty cold, and a gust of icy wind is going to hit you and you're going to mutter, "I'm freezing my _ _ _ _ s off". You fill in the blanks according to gender. Take a look at the newest necessity, down-filled bras and jockstraps. They're called Loved Ones (the slogan is "Keep your Loved Ones warm"). We are assured that Loved Ones are filled with 100 percent prime goose down, and that they make fun and practical gifts. For more information, write Loved Ones, Box 222554, Carmel, CA, 93922-2554.

Not long ago Robert Hutyra, a 38-year-old former member of the Czech national cycling team, and his family "czeched" out of Eastern Europe by flying into neighbouring Austria in a balloon patched together from old raincoats. The escape had reportedly been planned for over two years, and Hutyra did not neglect to bring along his most beloved possession, his bicycle.

In a bewildering and bizarre sequel to the above escape, an unidentified Indian swami recently flew into East Berlin on a pedal-powered craft, as a gesture of peace to the Eastern European nations. As he was picked up by East German police, the infamous VoPo's, he reportedly handed them flowers. The swami was then rushed back to the western sectors of Berlin.

In a special presentation at the Vatican, Pope John Paul II was honoured with the gift of a Special Edition of Campagnolo accessories. The Holy Father was presented Number 0002 in the series, the first set having been reserved for Campy's own collection. Commemorating the company's 50th anniversary, the Tullio Campagnolo Series are gold-plated and signed at the factory in Vicenza. For the Italians cycling is very serious business, a matter of pride. A Polish Pope is one thing, a Japanese derailleur quite another.

If you can't get to Rome this summer you needn't miss the Campagnolo Anniversary Gruppo or the museums. Trip on over to Conrad's Bike Shop on East 46th Street to view both. André Malraux's "musée imaginaire" has an architectural complement in a very fine Gallery of Cycling Art of museum quality incorporated within the store. For a long time Conrad and Sarah have felt the cycling industry has lacked the dignity and respect it deserves, also that cycling and its companion technology are a form of art. For Sarah, the gallery is the expression of "Energy and Repose," a philosophy she studied with her Aesthetic Realism teacher Eli Siegel. As a cyclist I appreciate the tone that the gallery gives to our sport.

[illegible]

THE ART OF BICYCLE MAP MAKING

If so, then learning more about maps and how to make your own strip maps can be useful to you.

He will tell you what equipment you need for home map making, the types of maps available as resources, and how to read them, and the techniques and criteria you should follow for selecting a good route for bicycling. He will show you samples of the finished product and explain why he believes strip maps are excellent for cyclists.

So come to the Steak and Brew Burger at 6:30 p.m. for cocktails, and 7 p.m. for dinner, on Tuesday, February 14.

The Steak and Brew Burger is on Pearl Street between Broad and Whitehall Streets, downtown Manhattan, near the Staten Island Ferry Terminal. Subway stations: N, RR - Whitehall Street; #1 - South Ferry; #4, #5 - Bowling Green; #2, #3 - Wall Street; J, M - Broad Street.

Note: Due to fixed restaurant costs, it is necessary to charge a \$3.00 fee to meeting attendees who do not order dinner. We hope this will not be an inconvenience to anyone.

Martha Ramos

Training rides that is. Continuing in a long established N.Y.C.C. tradition (at least 2 years), we will have a series of progressive training rides from March through mid-April.

I realize that February sounds a mite early to begin thinking about riding your bike. Still it represents an excellent opportunity to at least get the bicycle into proper riding condition. That's half the battle, then when March comes around, you will be ready to battle with the other half.

So mark off March 3rd on your brand new 1984 calender as that represents our start-up date.

1983 RIDE RESULTS - AUGUST to DECEMBER

Ed Schweber, 1983 V.P. Rides

DATE	RIDE	LEADER(S)	CLASS	RIDERS	RIDE MILES	CLUB MILES
8/6	Nyack in 2.75 hrs.	Bekkerman	A	7	50	350
8/6	Cheesequake Park	Gelobter	A-	11	70	770
8/6	Bedford Village	Lawrence	B	2	65	135
8/7	Lake Pine Meadow	Freedman	A+	2	120	240
8/7	75 in 9 (PPR #7)	Weisman	B	5	80	400
8/7	Biking Thru Boyhood	Schweber	C	Cancelled		
8/13-14	Delaware Water Gap	Mailing	A+	5	273	1083
8/13	High Tor Once More	Gelobter	A-	7	85	595
8/13	City Island	Clarke/ T.A./Sierra Club	C	8	36	288
8/14	Mount Kisco	Schweber/Calnek	A	3	85	190
8/14	Northport Sq Park	Ed and Sara Flowers	B+	8	80	640
8/14	Lake DeForest	Miller	B	13	75	975
8/14	Nighttime Madness	D'Agostino/Princeton F.W.	C	66	22	1452
8/20	Saddle River	Gelobter	A-	7	80	560
8/21	North Shore Hillclimber	Krasnowek	A	5	75	525
8/21	Caumsett State Park	Barth	B	12	70	840
8/21	Marked Route Backwards	Miller	B	7	70	490
8/21	Lookout Point Lookout	D'Agostino/Kaplan	C	5	50	250
8/27	Bear Mountain Blowout	Gelobter	A-	8	100	800
8/27	Yorktown Cartop	Taggart	B	4	100	360
8/28	Carmel Caravan-Modified	Herbin	A	4	100	360
8/28	88 in 10+ (PPR #8)	Weisman	B+	5	80	400
8/28	Cloisters Biking	Wasserman	C/D	16	25	400
9/2-5	Islands Weekend	Ramos	B+	9	100	900
9/3	Rambling Reservoirs	Schweber	A	Cancelled		
9/10	Bedford Bandwagon	Herbin	A	6	90	540
9/11	100 in 12 (PPR #9)	Weisman	B+	5	70	350
9/11	Cold Spring Harbor	Potievsky	B	9	60	540
9/11	Staten Island	Morelli/AMC	C	20	25	500
9/14	View From The Bridge	Lerat/D'Agostino/POP	D	33	15	495
9/17	PBP Recovery Ride	Rex/Bekkerman	A	Cancelled		
9/18	Scouting a Mystery Ride	Freedman	A-	2	60	120
9/18	Belmont Lake	Moses	B+	6	80	480
9/18	Pastoral Park Pedal	Kaplan/D'Agostino/AMC	C	19	35	665
9/24	Westchester Hill Climber	Blackburn/Goldthwaite/Schnepf	A-	3	85	255
9/24	Great Swamp	Lawrence	B	12	60	720
9/24	Three Islands	Gewirtz/Cohen	C	9	15	135
9/25	Mystery Ride	Freedman	A+	6	120	720
9/25	Bear Mountain	Miller	B	10	100	1000
10/2	Bill Baumgarten Ride	Mailing	A+	6	75	450
		Blackburn	A-	3	95	285
		Miller	B	13	50	650
		Mulcare	C	2	30	60
10/8-10	Washington in 24 Hrs	Bauman/AYH	A+	15	250	8000
10/8	Croton Dam	Taggart	B	4	65	220
10/8	Jamaica Bay Sanctuary	Wasserman	C	11	45	495
10/9	Dial-a-Ride	Barth/S. Flowers/Potievsky	B	6	55	330
10/9	Daily Lama Sundance	Wasserman/Melnick	C	11	20	220
10/15	Bedford Village	Lawrence	B+	3	84	252
10/16	Ridgefield	Mailing	A	7	120	710
10/16	Dial-a-Ride	Barth/S. Flowers/Potievsky	B	5	50	250
10/16	Patterson Falls	Weisman/Clarke	B-	9	48	432
10/16	Big Apple Bike Ride	Brook/AMC	C	30	25	750
10/22	Armonk-Chappaqua	Herbin	A	Cancelled		
10/22	Westchester Foliage	Clarke/Sierra Club/TA	B-	17	44	748
10/22	Shazzam!...and Light	Gewirtz/Cohen/AMC	C	3	25	75
10/23	Connecticut Mystery	Blackburn/Sklar	A	3	20	60
10/30	Rockland Sortie	Herbin	A-	5	75	375
10/30	Dial-a-Ride	Barth/S. Flowers/Potievsky	B	5	50	250
10/30	Breezy Point	Gecht/AMC	C	14	50	700
11/6	Ossining Odyssey	Herbin	A-	11	65	715
11/6	Dial-a-Ride	Barth/S. Flowers/Potievsky	B	5	55	275
11/8	Bankers, Bureaucrats, etc	Mailing/Iasoff	A	4	56	224
11/12	Alex's Birthday Ride	Bekkerman	A+	2	50	100
11/13	Golden's Bridge- Again	Blackburn/Sklar	A-	7	80	370
11/20	Mysterious Fairfield	Freedman	A+	cancelled/rain		
11/20	Dial-a-Ride	Barth/S. Flowers	B	5	55	275
11/25	Pro Togs One More Time	Wolf	B+	cancelled/rain		
11/26	Amok in Armonk	Schweber	B+/A-	8	60	455
11/27	Dial-a-Ride	Barth/S. Flowers	B	5	68	340
12/3	Bayville	Blackburn	A-	5	70	350
12/3	Saddle River Local	Barth/Lawrence	B	4	45	180
12/4	Another Way to Nyack	Goldthwaite	A-	cancelled/rain		
12/11	White Plains Brunch	Herbin	A	10	55	430
12/17	Saddle River/Nyack	Gelobter	A-	6	70	420

1983 CUMULATIVE RIDE RESULTS — ALPHABETICALLY BY LEADER

Ed Schweber, 1983 V.P. Rides

In compiling these cumulative 1983 ride results, only New York Cycle Club rides were included, not those of other clubs that were simply colisted with us. In the case of multiple leaders, the numbers in each of the categories were divided by the number of leaders.

Thanks to all of you who made our 1983 riding season such a success. Thanks especially to those of you who led again and again, from month to month. While any criterion for determining our most prolific ride leaders is in a sense arbitrary, going by club miles (the number of riders multiplied by the ride mileage), the three most prolific leaders in each ride category were:

"A" Rides	Lee Gelobter	6510 club miles
	Chris Mailing	6108 club miles
	Rich Herbin	4270 club miles
"B" Rides	David Miller	6043 club miles
	Alinda Barth	4133 club miles
	Martha Ramos	3255 club miles
"C" Rides	Maggie Clarke	1179 club miles
	Irv Weisman	930 club miles
	Phyllis Lehman	882 club miles

Leader	Class	Total Rides	Total Riders	Total Ride Miles	Total Club Miles
Barth	B	8	73	474	4133
Bates	A	1	12	51	746
Bekkerman	A	3	11	225	950
Blackburn	A	9	53	678	3955
Calnek	A	1	2	43	95
Clarke	C	3	41	90	1179
Clarke	B	1	5	24	216
Cohen	C	1	5	8	68
D'Agostino	C	1	9	33	245
Ehrlich	B	1	1	250	250
Ellner	C	1	6	18	120
Freedman	A	2	4	188	360
E. Flowers	B	1	13	63	658
S. Flowers	B	6	63	322	3133
Gelobter	A	10	80	790	6510
Gewirtz	C	1	5	8	68
Goldthwaite	A	1	6	120	483
Herbin	A	8	57	665	4270
Kaplan	C	1	3	25	125
J. Karrin	-	1	3	-	383
M. Karrin	-	1	3	-	383
Krzynowek	A	1	5	75	525
Lasoff	B	1	4	63	252
Lasoff	A	1	14	79	858
Lawrence	B	8	56	447	3092
Lehman	C	1	21	42	882
Mailing	B	3	54	192	3142
Mailing	A	8	64	767	6108
Melnick	C	1	6	10	110
Miller	B	7	108	487	6043
Mulcare	C	1	2	30	60
Moses	B	3	18	163	963
Potievsky	B	3	25	170	1438
Ramos	B	4	32	440	3255
Rex	A	1	2	125	500
Rutkowski	B	2	10	290	1610
Schnepf	A	1	1	28	85
Schweber	A	8	36	665	2808
Sklar	A	1	4	40	135
Taggart	B	7	33	391	1729
Vojtech	A	1	3	50	150
Wasserman	C	2	17	55	605
Weinstock	C	1	11	40	440
Weisman	C	3	30	95	930
Weisman	B	7	43	404	2438

Editor's Note: This article by Chris Mailing is being reproduced from the NYCC Bulletins of January and February, 1981, by popular demand. Remaining portions covering Riding Form and Group Riding will hopefully be printed in the March 1984 Bulletin.

"A" RIDING TECHNIQUES by Chris Mailing

While most of what it takes to ride "A" rides comes only through riding experience and training, I have observed that many potential "A" riders lack knowledge of concepts that could be communicated in writing, and it is this need that this article is intended to address. The material presented is nothing more than the writer's opinion, and other accomplished riders will certainly have conflicting ideas.

In general, as speed and distance increase, the benefits of riding efficiently (i.e., performance per unit effort) become increasingly important. Small differences in equipment and riding technique multiply over 100 miles, just as discomfort after 10 miles becomes excruciating pain after 100. The effort required to overcome wind resistance (which is up to 95% of a rider's resistance to motion) increases geometrically as speed increases; improving efficiency is the easiest way to increase speed. While it may be that "A" riders are in better condition than their "B" and "C" counterparts, I believe that much of the difference is in the efficiency with which "A" riders' effort is utilized.

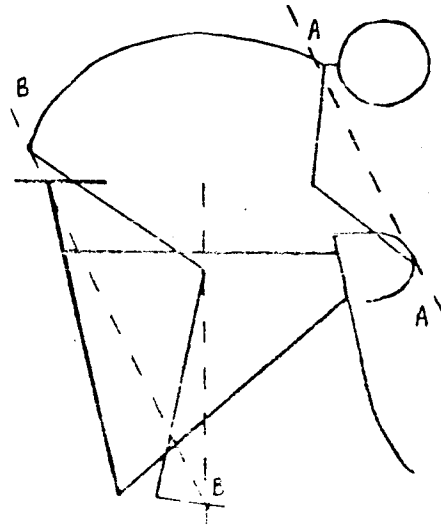
EQUIPMENT

Contrary to popular belief, expensive equipment is not requisite for participation on "super touring" rides. Though many riders sport Reynolds 531/Campagnolo class equipment, there are many examples of good riders with bikes costing less than half of what such bikes cost. What is important is that the bike has light wheels (i.e., tubulars or 700C clinchers on alloy rims), the rider is positioned properly on the bike, and the gears are appropriate for the terrain and the rider's condition.

In setting up the bike, the most important adjustment is saddle position; everything else should be adjusted with respect to the saddle. Saddle height should be such that the rider's knee is just kinked at the bottom of the stroke, with the heel slightly below the ball of the foot. The saddle should be slightly lower for riders who "spin" the cranks at high r.p.m. than for riders who "push" the cranks around more slowly, because a rider has more power, but less smoothness, at the bottom of the stroke. The saddle should sit fairly flat, and forward (or back) so that the rider's knee is over the pedal spindle at the midpoint of the stroke (see diagram).

When the rider pushes on the pedals, the body is anchored by pulling in opposition on the handlebar. When "the heat is on," the rider will move into position so that the line from the hand to the shoulder (line AA in the diagram) is parallel to the line from the pedal spindle to the hip (line BB). Some riders find themselves moving up or back on the saddle when they climb hills or sprint, and move the saddle to compensate, when the handlebar should be adjusted instead.

As a start, your stem should be short enough so that your finger tips just meet the handlebar when your elbow is placed immediately in front of the saddle. Then, if you find yourself moving forward on the saddle when pushing hard, your handlebar is too close, and a longer stem should be used. Conversely, moving back on the saddle indicates a need for a shorter stem, and/or lowering the bars. Thus, you are positioned for maximum muscle efficiency at all times. If you are unable to position the saddle or handlebar properly by making these adjustments and/or replacing the stem, your frame is the wrong size for you.



In choosing gear ratios, a compromise must be reached between range and selectivity. The best way to judge the range you require is to figure the highest gear you can climb most hills with, and the lowest gear you can use on most downhill runs. Riders should determine their needs empirically. Stronger riders can use a more limited range. You may need different ratios at different times of the year as your condition improves.

You will not have the range you will need for every situation, if you are to have good selectivity. Greater selectivity enables the rider to select a gear that more closely approximates the gear ratio that optimizes riding efficiency in each situation. I have found a close ratio freewheel in combination with wide ratio chainwheels allows me to "fine tune" my choice of gear in several increments within the broad range determined by the chainwheel selected.

Finally, some riders marvel at the tool kit I carry on rides, which consists only of two spare tires, a pump, and a spoke wrench. Each rider should be confident enough in his equipment, having checked and tested its assembly and adjustment, to know that nothing more is needed. Stopping the group for anything other than a flat tire or an occasional broken spoke should be unnecessary. If, however, your bike is not assembled and adjusted properly, you must be prepared to either make the repairs or find alternate transportation home (i.e., don't depend on other riders for the tools you may need).

TRAINING

Training for bicycle supertouring is a very personal endeavor, due to varying influences of other activities, the cyclist's 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. I know cyclists in their 50s who ride 100 miles in 6 hours regularly; age should not be a limiting factor.

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.

A MOVING STORY... by Cyclops

"You are not losing me, you are gaining a friend in Boston!" That's what Phyllis Lehman is saying as she busily packs up her IBM Personal Computer, her bicycle (I presume), and her life in Brooklyn. She'll be moving to New England about the third week of April, her address still undetermined, but she will let us know as soon as she knows what it is.

Phyllis hopes to say "not goodbye, but until we meet again!" to all her many friends in the club at the next few meetings that she'll still be in New York for. (Bzzz, Bzzz, Bzzz... there's a very important B.Z. for Phyllis in Boston.)

NYCC ADs

FUJI AMERICA, 58 cm. Top-of-the-line Fuji touring and/or fast touring bike. Almost new--less than 5 months old, still under store 1-year service. About \$400. Call Paul, late evenings, at (212) 260-6043.

BIKE TOURS IN THE HAMPTONS. Stay at Hamptons Cycle House. All rides are planned and have trip leaders. Call "Singles on Wheels" - (212) 575-0085.

ESCAPE TO IRELAND/FRANCE. I want to share unforgettable seacoasts, pubs, music, castles and cuisine with you. Enjoy a leisurely vacation by bicycle.

Contact: MARTY'S CYCLE TOURS
P.O. Box 465
Schenectady, N.Y. 12305

(518) 382-0458

NEW YORK CYCLE CLUB --- PATCH ORDER FORM

NAME: _____

CIRCLE NUMBER OF PATCHES ORDERED: 1 2 3 4 MORE? NUMBER: _____

AMOUNT OF PAYMENT ENCLOSED (AT \$2.50 PER PATCH): \$ _____

CIRCLE METHOD OF PAYMENT: CHECK MONEY ORDER

SEND, WITH STAMPED, SELF-ADDRESSED ENVELOPE, AND CHECK/MONEY ORDER TO:

Gregory D'Agostino
1061 E. 92 Street
Brooklyn, N.Y. 11236

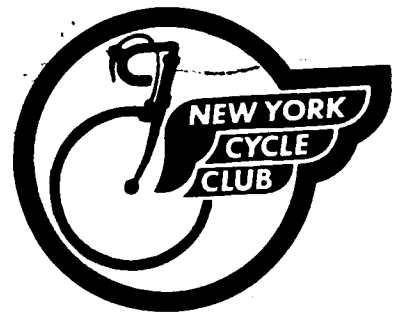
NEW! NEW! NEW! -- NEW YORK CYCLE CLUB PATCH

You are a member of the best bicycle club in New York
...show it by sporting the new 4-color sew-on patch!

Colors are green, black, yellow, and red.
Size is 3-1/4 x 4 inches (about one-third larger
than reproduced here).

Save 40% by ordering now!
Special introductory price of \$2.50 per patch
is in effect until the March Club meeting.

Complete the order blank above, make check or
money order payable to the New York Cycle Club,
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stamped envelope, to Gregory D'Agostino.



JANUARY **Board of Directors Meeting** MINUTES SUMMARY

-- Alinda Barth, Secretary

1. The Board approved a policy statement by the Public Relations Director on Director of Public Relations-autonomy with regard to public statements.
2. The Board decided to sell Club patches to members via order form in the Bulletin.
3. Researched reports on restaurants for NYCC meetings will be considered by the Board. Maggie Clarke has developed a prototype method for restaurant research.
4. The Board approved a set of new Treasurer's Guidelines for reimbursement.
5. The next meeting of the Board of Directors will be on February 7.

Copies of the minutes may be obtained from the Secretary.

FIRST CLASS

Christopher Mailing
Gloria Lasoff
324 E 82nd St #3C
NY, NY 10028



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



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: (CIRCLE) AMC AYH Bikecent. CCC CRCA IBTS LAW TA
OTHER: _____

1984 membership dues are \$12.00 per individual, \$15.00 per couple residing at the same address and receiving only one newsletter. Mail this application, with your check, to:

AMY WEINSTOCK
NYCC MEMBERSHIP DIRECTOR
1257 59 STREET
BROOKLYN, NY 11219