

January
1984

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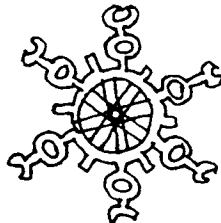
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IN ITS 48TH YEAR

January
1984

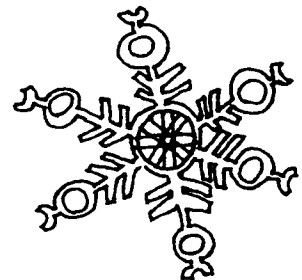
Wishing you a very

Happy New Year



Make some

New Year's Revolutions



Pg(s)

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P.O. BOX 877, BROOKLYN, NY 11202



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 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 Pa.</u>
"A+": ANIMALS:	Anything goes. Eats up roads, hills and all.	17+ m;
"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 m;
"B": TOURISTS:	Moderate to brisk riding along scenic roads, including hills; destination not so important. Stops every hour or two.	11-14 m;
"C": SIGHTSEERS:	Leisurely to moderate riding. Destination oriented: nature, historical, cultural. Stops every half to one hour.	8-11 m;
"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 m;

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.

Sun Jan 1 SECOND ANNUAL NEW YEAR'S DAY GET OFF YOUR DONKEY RIDE Leader: Ed Schweber
 "B+/A-" (567-2661). Hey Gang! It's 1984! How many miles did you say that you were going
 50 mi. to ride this year? Well, you won't do it by sitting on your donkey. Meet at
 10:00 am the Central Park Boathouse for a prompt 10:00 am departure for a ride to
 White Plains where we will stop at the Flagship Diner (which hopefully will be
 open). The return route will be through Tarrytown. Bring food in case we can't
 find anything open. Light locks are recommended. A starting temperature of
 below 32 degrees F., a predicted high of under 40 degrees F, any forecast of
 precipitation, or ice or snow on the road cancels.

Sat Jan 7 BEAR MOUNTAIN Leader: Alex Bekkerman (362-6018). Meet at the Central Park Boat-
 "A" house at 8 am for a ride to Bear Mountain. On the way out, stop at the Sky-
 95 mi. lark for 10 minutes, then stop at Bear Mountain Inn for lunch and immediately
 8:00 am back. Total estimated riding time -- 7 hrs. Rain, snow, or icy
 roads cancels. Call Alex for further info.

Sun Jan 8 YET ANOTHER WAY TO NYACK Leader: Claire Goldthwaite (228-0828). Over the
 "A" river and through the woods: from the C.P. Boathouse, at 9 am, to Nyack by
 50 mi. way of Bradley Hill Road (hills warm you up). A stop at the Skylark, then
 9:00 am straight back (Piermont & 9W) fast enough to warm you up by the time you get
 home. Precipitation and/or slushy roads cancels.

Sat Jan 14 BEAR MOUNTAIN Leader: Alex Bekkerman (362-6018). See Jan 7 for details.
 "A" Only difference, 6 hrs. total riding time.
 95 mi.
 8:00 am

Sat Jan 14 BAYVILLE Leader: Lee Gelobter (646-7037). Tramway Plaza (59th & 2nd) at
 "A-" 8:30 am for a 14-16 mph ride to an indoor lunch stop in Bayville. 7:30 temp
 65 mi. below 25 degrees, rain, snow or winds above 15 mph cancels. Call Lee for
 8:30 am further info.

Sat Jan 14 JANUARY DIAL-A-RIDES FOR DECAY PREVENTION Leader: Maggie Clarke (567-8272).
 "B-" We will leave at 10:00 or 10:30 am from the George Washington Bridge
 25-40 mi. or Broadway and Dyckman Street. The aim is to go out once per weekend if
 10-10:30 the weather cooperates. Possible destinations include Nyack, Point Overlook
 (NY-NJ State Line) via the River Road, Eastchester/Mt. Vernon, or Dobbs Ferry.
 C+ riders who are willing to exert themselves are welcome. If forecast is for 40
 or degree F or more, roads are clear with no precipitation forecasted, give me a
 call the night before.

Sun Jan 15 JANUARY DIAL-A-RIDES FOR DECAY PREVENTION Leader: Maggie Clarke (567-8272).
 "B-" This is an alternative for previous ride, depending on the weather.
 25-40 mi.
 10-10:30 am

Sun Jan 15 BRIARCLIFF BRUNCH Leader: Ed Schweber (567-2661). Meet at 178th St. and Broadway (by the George Washington Bridge Bus Terminal) for a ride through Tarrytown and Pocantico Hills to an indoor lunch stop in Briarcliff. Return through Sleepy Hollow. A starting temperature of less than 40 degrees F, any forecast of precipitation, or any ice or snow on the road cancels.

Sat Jan 21 PROTOGS DISCOUNT SPECIAL Leader: Marty Wolf (935-1460). Meet at Tramway Plaza at 8 am for a ride to the Protogs Factory Store in Hicksville. Discounts on cycle clothing from 10% to 50%. There will be an indoor lunch stop after shopping. Because of shopping and lunch stop, estimated return time 5-6 pm. Call Marty for further info.

Sat Jan 21 JANUARY DIAL-A-RIDES FOR DECAY PREVENTION Leader: Maggie Clarke (567-8272).
"B-" See write-up for January 14.

25-40 mi.
10-10:30 am
or

Sun Jan 22 JANUARY DIAL-A-RIDES FOR DECAY PREVENTION Leader: Maggie Clarke (567-8272).
"B-" See write-up for January 14 and 15.

25-40 mi.
10-10:30 am

Sun Jan 22 NEW JERSEY MYSTERY RIDE Leader: Doug Blackburn (888-0048). Meet at Central Park Boathouse for an approximately 50-mile ride to an undetermined New Jersey location with an indoor lunch stop. Rain, snow, or 8 am temperature below 25 degrees cancels. Call Doug for more info.

Sat Jan 28 SNOW-CYCLING THROUGH BERGEN Leader: Marc Freedman (hm 499-3440 wk 524-1928).
"A" Come shiver with us over the hills and dales of Bergen County. We'll do a variation of the Club marked ride and have at least one inside stop to warm up. Despite the name of the ride, skis will not be required; in fact, precipitation or other miserable conditions will cancel. Please call Marc between 6:45 and 7:30 on the morning of the ride to find out if the ride is go or no.

Sat Jan 28 JANUARY DIAL-A-RIDES FOR DECAY PREVENTION Leader: Maggie Clarke (567-8272).
"B-" See write-up for January 14.

25-40 mi.
10-10:30 am
or

Sun Jan 29 JANUARY DIAL-A-RIDES FOR DECAY PREVENTION Leader: Maggie Clarke (567-8272).
"B-" See write-up for Jan 14 & 15.

25-40 mi.
10-10:30 am

Sun Jan 29 NYACK VIA CLAUSLAND MTN RD Leader: Steve Sklar (245-3245). Meet at Central Park Boathouse for a brisk ride along the marked route and then over the Nyack Range to Nyack. One steep, challenging hill, er..., not including Clinton Avenue. Return by Piermont Rd. Ride cancels if roads are wet or icy, or if 8:00 am temperature is below 25 degrees F. Estimated riding time is 3-1/2 hours or so.

THE BELLS ARE RINGING...

-- by Bernie Brosk

...thanks to Dennis Karp and Sal Candela, sales consultants of the New York Health and Racquet Club, East 45 Street and West 56 Street branches, respectively, who so kindly contributed over 50 bicycle bells to me for distribution to us bike riders. Let's hear a loud ring for the New York Health and Racquet Club!

WEATHER ALMANAC*

by Maggie Clarke

JANUARY					FEBRUARY					MARCH				
DAY SUN		TEMPERATURE			DAY SUN		TEMPERATURE			DAY SUN		TEMPERATURE		
		normal		record			normal		record			normal		record
rise	set	hi	lo	hi lo	rise	set	hi	lo	hi lo	rise	set	hi	lo	hi lo
1	7:20	4:39	39	27 62 - 4	1	7:06	5:14	39	25 60 - 2	1	6:31	5:47	43	29 73 4
5	7:20	4:43	39	26 64 - 4	5	7:02	5:18	39	25 68 - 6	5	6:24	5:52	44	30 72 3
9	7:20	4:47	38	26 64 6	9	6:58	5:23	39	26 60 -15	9	6:18	5:56	46	32 66 14
13	7:19	4:51	38	26 68 - 3	13	6:53	5:28	40	26 64 - 1	13	6:12	6:00	47	33 70 6
17	7:17	4:55	38	26 60 - 2	17	6:48	5:33	40	27 67 - 5	17	6:05	6:05	49	34 75 9
21	7:15	5:00	38	26 60 1	21	6:42	5:38	41	27 68 5	21	5:58	6:09	50	35 84 10
25	7:12	5:05	39	26 60 2	25	6:37	5:43	42	28 75 1	25	5:52	6:13	52	37 79 13
29	7:09	5:10	39	25 55 - 1	29	6:32	5:47	43	29 69 4	29	5:45	6:17	53	38 86 10

APRIL					MAY					JUNE				
DAY SUN		TEMPERATURE			DAY SUN		TEMPERATURE			DAY SUN		TEMPERATURE		
		normal		record			normal		record			normal		record
rise	set	hi	lo	hi lo	rise	set	hi	lo	hi lo	rise	set	hi	lo	hi lo
1	5:40	6:21	55	39 83 12	1	5:55	7:52	67	48 84 35	1	5:27	8:21	77	58 96 44
5	5:34	6:25	57	40 80 21	5	5:50	7:56	68	50 90 34	5	5:26	8:24	78	60 99 47
9	5:27	6:29	58	41 82 25	9	5:45	8:00	69	51 94 35	9	5:25	8:26	79	61 97 47
13	5:21	6:33	60	43 88 22	13	5:41	8:04	70	52 89 39	13	5:24	8:28	80	62 96 51
17	5:15	6:37	61	44 91 27	17	5:37	8:08	72	53 92 39	17	5:24	8:29	81	63 96 51
21	5:09	6:41	63	45 87 26	21	5:34	8:12	73	55 90 40	21	5:25	8:31	82	64 97 49
25	5:03	7:46	64	47 91 29	25	5:31	8:15	74	56 95 41	25	5:26	8:31	83	65 99 54
29	5:58	7:50	66	48 89 32	29	5:28	8:18	76	57 94 43	29	5:27	8:31	84	66 101 52

JULY					AUGUST					SEPTEMBER				
DAY SUN		TEMPERATURE			DAY SUN		TEMPERATURE			DAY SUN		TEMPERATURE		
		normal		record			normal		record			normal		record
rise	set	hi	lo	hi lo	rise	set	hi	lo	hi lo	rise	set	hi	lo	hi lo
1	5:28	8:31	84	66 100 52	1	5:52	8:12	85	68 100 59	1	6:23	7:29	81	64 97 52
5	5:31	8:30	84	67 98 53	5	5:56	8:07	85	68 101 56	5	6:27	7:22	80	63 93 51
9	5:33	8:29	85	68 106 54	9	6:00	8:02	85	68 100 57	9	6:30	7:16	79	62 94 48
13	5:36	8:27	85	68 101 54	13	6:04	7:57	84	67 96 55	13	6:34	7:04	78	61 94 46
17	5:39	8:25	86	68 100 57	17	6:08	7:52	83	66 94 55	17	6:38	7:02	77	60 92 46
21	5:42	8:22	86	69 104 55	21	6:12	7:46	83	66 96 53	21	6:42	6:55	75	58 95 39
25	5:46	8:19	86	69 94 57	25	6:16	7:40	82	65 95 52	25	6:46	6:49	74	57 90 40
29	5:49	8:15	85	68 99 59	29	6:20	7:34	81	64 99 50	29	6:50	6:42	73	56 88 42

OCTOBER					NOVEMBER					DECEMBER				
DAY SUN		TEMPERATURE			DAY SUN		TEMPERATURE			DAY SUN		TEMPERATURE		
		normal		record			normal		record			normal		record
rise	set	hi	lo	hi lo	rise	set	hi	lo	hi lo	rise	set	hi	lo	hi lo
1	6:52	6:29	72	55 88 36	1	6:26	4:53	61	46 84 30	1	7:00	4:29	46	35 68 8
5	6:56	6:32	71	54 94 35	5	6:31	4:48	59	45 78 23	5	7:04	4:29	45	33 63 11
9	7:00	6:26	69	53 86 37	9	6:36	4:44	57	43 75 24	9	7:08	4:29	43	31 66 7
13	7:05	6:19	68	52 87 34	13	6:40	4:40	55	42 73 25	13	7:11	4:29	42	30 64 8
17	7:09	6:13	67	50 90 33	17	6:45	4:37	53	40 71 19	17	7:14	4:30	40	29 60 1
21	7:14	6:17	65	49 84 31	21	6:50	4:34	51	39 74 16	21	7:17	4:32	40	28 62 -2
25	6:18	5:02	63	48 79 29	25	6:54	4:32	50	37 73 14	25	7:18	4:34	39	27 64 -1
29	6:23	4:57	62	47 78 31	29	6:58	4:30	48	35 67 14	29	7:20	4:37	39	27 57 -6

* Use this handy guide when planning to lead or follow a ride.

JANUARY

Club Meeting Program

CROSS-COUNTRY SKIING NITE

-- Carole Chavanne, V.P. Programs



Hey, cyclist! You say you don't know how to keep trim and fit? How about getting into a sport that employs the same muscles as bicycling? How about cross-country skiing?

On Tuesday, January 10, American Youth Hostels (AYH) cross-country ski instructor Damon Greenberg will tell what we need to know to get out and slide in the snow. His talk will include how to purchase the right equipment, the advantages and disadvantages of waxed and unwaxed skis, cold weather clothing, and where to go for a great ski experience. A movie of cross-country skiing will also be part of the program.

So come to the Steak and Brew Burger at 6:30 p.m. for cocktails, and 7 p.m. for dinner, on Tuesday, January 10.

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.

RIDE SHE SAID

Some of us are still riding, and some of us are still dreaming: now let's get together to plan the 1984 riding season. The dream can become the ride. If you have a plan, a ride, a dream, or a simple suggestion, please call me or one or more of the ride coordinators. We will have an open meeting-party for leaders and potential leaders late this month or early in February to consider all ideas and suggestions. I am planning a potluck-type party-meeting so we can get as much input as possible....and have as much fun as possible while we're at it. Call me to be sure you will be included.

Sara Schell Flowers, VP Rides
(212) 544-9163 evenings and weekends
(212) 921-4317 days

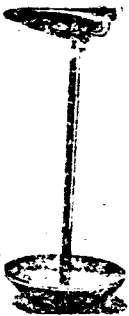
Cycling Shorts --- Gregory D'Agostino



Nothing shakes the innards of an SLR camera like constant road-vibration and shock. If you use a camera, you should protect it from day-long vibration. The Kirtland Camera Carrier insert is designed to protect photo equipment from outside jolts and from banging against other accessories. Closed-cell foam lines the sides and bottom while two padded adjustable flaps inside keep your camera from smashing into your other gear. The Camera Center is designed to fit Kirtland and most popular handle-bar bags. It looks like someone at Kirtland knows our Jim Dougherty.

Your bike may not be worthy of display in the Museum of Modern Art, as was a \$5,000 Klein. But if you live in a tiny apartment, hanging a bike on the living room wall beats tripping over it on midnight trips to the bathroom. A clever product called the Eliasanne Bicycle Shelf bolts to the wall & supports the bike in a cork-lined groove. There's also plenty of room on the horizontal surface for storing a helmet, lock & gloves. The gracefully aesthetic shelf comes in either a 5 ply-wood laminate with a birch or walnut finish (\$30), or a high-impact white plastic (\$27). Sometimes the best things in life are free; sometimes they're just amazingly simple. One problem: Bikes tend to look so good on an Eliasanne, you won't want to go pedaling. For brochure - write Eliasanne Research, 1105 Park Street, N.E., Washington, D.C. 20002.

By this time we've all tried waterbeds & are probably finding them a bit old hat. Bring back the thrill with a HYDROSEAT! Thanks to the folks at International Aqua products, the technology of hydraulic water floatation comes to cycle seats. This may well be the bottom line in cycling comfort. Fill the Hydroseat with iced-water on those sultry days or hot water for A Winter's Tale. I presume if you attach a Hydroseat to one of those spring-loaded shock absorbing seat post (from Bobco, Inc.), and fill it with the right ingredients, you'll have a malted milk shake by lunch stop.



This Pop Art stool, utilizing a real bicycle seat, was shown in September at the Salone del Mobile 1983, the world's major residential furniture style event held in Milan, Italy. The seat debuted in the Zanotta Collection. Zanotta's Milan design studios may be better known to you for their inflatable clear plastic armchairs which were so popular in Greenwich Village boutiques during the late 60's.

NEWARK VELODROME GETS THE NOD. The Essex County Freeholders have approved by a 7-2 vote a plan to build a velodrome in Newark. Promoters David M. Chauner and Jack W. Simes, both former Olympic cyclists, have said the proposed Branch Brook Park velodrome would be the only indoor track in the country and could be in use by March.



HOW I GAVE UP EASY RIDING AND BECAME A MASOCHIST

or

TRANSFORMATION OF A C→B RIDER

by

Maggie Clarke

This piece is dedicated to all those hopeful C riders who have ever dreamed about becoming serious touring cyclists capable of riding with impunity from the City out to the 'burbs and back in a day, or out to Pennsylvania and back in a weekend with full panniers, and of conquering that really terrifying and seemingly unachievable goal -- the century ride. It can be done and you can do it if you really want to.

Had you asked me in March, or even May, whether I would be attempting any of these feats, I would have questioned your soundness of mind. The very idea, that I should transform myself from a somewhat out-of-shape C rider, with chronic, cycling-induced shoulder spasms and water-on-the-knee, to B status within six months, might seem a bit overzealous and unrealistic. The idea didn't come to me in a flash, but rather it grew on me as the season progressed and I gained confidence from my own progress. By mid-September I had accomplished all of the feats listed above, and live to tell the tale.

How, you might ask, did I manage it, and what might you glean from my experiences? First, pick a nice, cold, rainy spring in which to start your training. Slogging through the wind and rain, with temperatures in the forties (witness last year's Five-Boro Bike Tour), will do wonders to build your resolve and confidence. Next, pick the second hottest summer on record (with the hottest August ever) to escalate your training and endurance capability, and make sure to attempt your first century on the hottest day of the year. By the time the weather cools down in the fall, the hundred will seem like a piece of cake.

But seriously, folks, my training regimen consisted, for the most part, of two major elements: a knowledgeable and benevolent, but demanding taskmaster (trainer) -- Irv Weisman in this case -- and a sufficiently intense ride schedule with most rides taking place in difficult terrain such as Bergen and Rockland, increasing progressively in distance and pace. This unique combination proved to be an optimal recipe for maximizing development of muscle strength and endurance for one who was particularly weak on the hills, since there is no substitute for reasonably paced rides in challenging country. As Irv has shown in his research, you can lose your cookies pretty fast if you charge up a hill and don't have the muscle power to back it up. I would say, further, that my development into a B rider would have been next to impossible without the carefully designed Progressive Patch Series, which spanned from ride category C to C+ to B- to B with rides every two to three weeks consistently over the six-month period. I, like most C riders, knowing next to nothing about routes into the suburbs, could not hope to have planned scenic 50-mile routes, much less those of 75 and 100 miles in length, especially because there were just not the right combination of other rides offered. (My sincere thanks to Irv for his efforts in this area.)

Specifically, my riding schedule began in early March with 18- to 20- mile afternoon rides in New Jersey and Westchester, averaging about seven miles per hour, continued with at least one ride per weekend, with some exceptions due to weather and personal injury, including six weekends in which I rode two or three days in a row, and culminated in the century ride on September 18. By this time my average speed was up to 11-12 miles per hour. My training schedule is presented in greater detail in the chart on the next page.

I cannot overemphasize the importance of riding at least once a week and having long cycling weekends on at least a monthly basis to maximize the developmental effects of an escalating training program (organized groups such as AYH and Country Cycling Tours are

excellent for providing tours, leaders and accommodations for such weekends). Slacking off training due to weather and injuries had noticeable deconditioning effects; conversely, those long cycling weekends definitely increased my strength and endurance on subsequent rides. I also found it helpful to climb stairs and do exercises to build strength in my quads, hams and calves.

Month	# rides	ride mlge	av. mi./ride	mi./mo.	comments
March	3	18 - 27	21	63	
April	4	27 - 38	35	140	
May	4	10 - 45	29	114	GEAR, rainy weather, knee injury, 2-day weekend
June	6	10 - 56	38	225	3-day weekend (Catskills)
July	6	20 - 63	42	253	back injury, 3-day weekend with panniers (NJ)
August	5	38 - 83	60	300	2-day weekend
½ Sept.	5	20 - 70	50	250	3-day trip to New Hope/Princeton with panniers

Besides having a good taskmaster and ride schedule, I found by experience that a number of changes in both equipment and attitude were helpful in attaining my training goals. Most important in the personal category was the intense desire I had at times to accomplish the goals (or a specific goal for the day or moment) I had set for myself. As examples, climbing Ft. Lee or E. Clinton hill without stopping, or doing 50 miles in 5 hours, required intense determination. Strong desire can be a very effective tool in achieving goals; without it, the pains and fatigue of a long ride (or even a long hill) can easily wear you down.

Next most important in becoming a B rider is to change your attitude during rides (that is, the desire to stop often and sightsee or eat must be traded off for a desire to see more countryside and cover more ground, since stops are fewer and far between and are primarily for taking water and food). (The Club's ride classification spells this out in detail.) I found much satisfaction in seeing a continuing panorama of varying landscapes, mile after mile, and in getting to know parts of Bergen and Rockland Counties pretty well. Third, I found that eating and drinking sufficiently prior to and during a long ride, and doing stretching exercises (yoga) for the neck, back and legs before and after riding, if possible, were quite beneficial to performance. I also found that getting weekly massage therapy for my persistent neck and shoulder muscle spasms* enabled me to go longer distances without pain. Aspirin helped headache and cramping pain on my century. Finally, better results would be achieved if self-defeating habits, such as overeating or smoking, were dropped (although I found that I lost some weight following this training regimen).

Essential equipment for tackling long rides with hills is low gears. By that, I mean gears in the twenties--the lower the better. There was one time when I could not shift to my granny gear; I grunted up Eagle Rock in a 32" gear, walked up the last two blocks, and nearly passed out from heat exhaustion at the top. Later in the day with my granny of 22" available for use, I was able to climb Ft. Lee hill with much greater ease. By the end of the training series I learned that shifting into the lower gears early on a hill was wise policy when "survival" was a high priority -- that is, on especially long and demanding rides -- so as to preserve one's "cookies." However, during shorter training rides a better strategy was to build muscle strength by staying in higher gears as long as possible before shifting down. Spinning low gears on level ground also helped preserve my knees, and decreased pressure on my feet.

Another essential, for me anyway, was a comfortable seat. Even my Avocet seat, complete with sheepskin cover, proved too hard for the long rides. So I developed a custom seat, consisting of a cheap (\$8), Taiwan-made, sprung, padded saddle, to which I added two humps for the "sit-bones" molded out of sheepskin, corduroy, and heavy foam padding, covered by my sheepskin cover (with the nose cut off to minimize chafing). Wearing cycling shorts

8 * Massage therapy provided by Lewis Harrison of the Lawrence/Harrison Institute.

with real chamois also helped considerably in this area.

Padding for the hands was necessary to ward off numbness in the palms. Cycling gloves and padded handlebar grips served this purpose well. To ease neck and shoulder discomfort, having upright handlebars, trading my handlebar bag for an under-the-seat bag, and learning to ride occasionally without hands, to rest the shoulders, really did the trick. To make it easier to cycle for longer periods and to make it possible to endure the heat more efficiently, an oversized water bottle mounted on the frame was the answer. (I would make sure to pour water on me as well as into me.) Since my eyes are more sensitive to pollution, especially when wearing contact lenses, prescription sunglasses were a must. Finally, I affixed a rear-view mirror on my glasses' frames for improved peace of mind vis-a-vis traffic.

With all this preparation and with high hopes, Irv and the Progressive Patch gang started out at the ungodly hour of 6:30 a.m. on September 11 on the century ride designed to culminate the six-month long training program. Unfortunately, even though the first 50 miles were done on schedule, the ride had to be curtailed prematurely at 70 miles due to temperatures around 100 degrees. Sorely disappointed by not being able to complete the patch series the week before, I persuaded Alinda Barth to lead us out to the Hi-Point Hundred from the subway at Kew Gardens. This replacement ride, which took place on September 18, included the 50-mile loop of the Hi-Point Hundred. Alinda kept up a steady pace from 10 - 13 mph including stops, past the moraines and ponds of Long Island's North Shore until hitting some unexpected steep climbs rivaling hills in New Jersey. When it became apparent that the 50-in-5 goal could be made only if the last 14 miles of the 50 were completed in an hour, I led the way back, gripped by sheer determination, reaching the goal on time despite a number of detours and a traffic jam. (The first 70 miles of the day were completed in 7 hours). To make up the final 30 miles back to Queens, we rode up and down the Long Island Expressway service road, and Union Turnpike. In spite of considerable City-bound Sunday afternoon traffic, we finished the hundred in 11¼ hours, in plenty of time for the LAW patch. (Alas, our sweet teeth undid my hope to do it in 11 hours flat since we paused at Carvel for 15 minutes at the 94-mile mark.) Besides the beautiful weather that day (temperatures in the sixties) and some lovely scenery, I have my determination, my trainer, Irv, my season-long training, and finally, my century leader, Alinda, to thank for success on that day. I hope that this account will serve as an inspiration for others to undertake similar training programs and gain the satisfaction that comes with achievement.

NYCC ADs

DO STEEP HILLS TURN YOUR LEGS TO RUBBER, AND THE RIDE TO TORTURE? The cure is not a new bike; rather, have Irv Weisman, the Low Gear Maven, modify your gears to suit your needs, as did 25 other NYCC members. Reasonable cost. To explore, call 562-7298 before 10 PM.

FOR SALE: Nishiki Maxima (Colnago) 22" Red Campy Front; Cyclone Rear; Superbe Pro Brks; Tubulars. Seth Rothenberg, evenings, 249-9793.

British-made Raleigh Grand Prix, 19½" Mixte, Silver, 1980 - Dia-Compe Brakes, Suntour Derailleurs, Ratchet Stem Shifters. Good touring bike. Excellent condition, hardly used. \$145.00. Barbara or Ed Major, 212/429-3747.

New York Cycle Club, Inc.
Statement of Accounts
For the Fiscal Year Ended November 30, 1933

Balances on Hand At December 1, 1932	Checking A/C-----\$1767.04
	Savings A/C----- 983.14
	Total <u>\$2750.18</u>

Receipts

Club Dues-----	\$3959.50
Interest Earned on Savings-----	55.65
Total Receipts	<u>\$4015.15</u>

Disbursements

Bulletin Printing Costs-----	\$2277.90
Postage	
A. Bulletin-----	337.87
B. Misc-----	198.19
Bank Charges (includes returned checks)	65.45
Post Office Box Rental-----	20.00
LAW Membership-----	20.00
Other Expenditures	
Program-----	146.11
Membership-----	120.74
Rides-----	16.75
'Sunshine'-----	11.52
Treasurer-----	6.00
Expenses of Bulletin Ed.-----	36.00
Expenses of President-----	39.03
Expenses of Circulation Ed.-----	6.70
PR Committee-----	30.00
Total Disbursements	<u>\$3952.36</u>

Surplus \$ 32.79

Balances on Hand at November 30, 1933	Checking A/C-----\$1744.18
	Savings A/C----- 1033.79
	Total on Hand----- <u>\$2732.97</u>

Other assets include typewriter, projector screen, silkscreen equipment, heat transfers, silver cup, and misc. stationery and 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 30, 1933.

Sara Schell Flowers

Sara Schell Flowers

Treasurer, Fiscal 1933

1. The Board decided that an annual financial statement as prepared by the Treasurer shall be published in the January Bulletin henceforth.
2. The Board rejected a motion that on an annual basis a membership questionnaire be developed and results analyzed and distributed to the membership to determine the needs and desires of the members.
3. The Board will consider guidelines developed by the Treasurer regarding expenditures for Club-related activities to be allowed by Board members.
4. The Board will consider a proposed policy regarding the type and extent of actions the Public Relations Director will be at liberty to implement without Board approval.
5. The next meeting of the Board of Directors will be on January 4.

ANNUAL AWARDS -- reported by Maggie Clarke

At the December 1983 Club meeting, the following "mock" awards were voted and presented:

Ride of the Year: Delaware Water Gap - Chris Mailing
 Rider of the Year: Louis Berardinucci
 Rookie of the Year: A tie -- Marc Freedman and Joe Chappelle
 Comeback Rider of the Year: Jim Rex
 Most Improved Rider of the Year: Maggie Clarke

Best Dressed Rider of the Year: Ed Schweber
 Best Couple: Steve and Mark Bornfeld
 Animal of the Year: Alex Bekkerman
 Animal Trainer (or Trainer) of the Year: Chris Mailing
 Program of the Year: Creative Bike Repair, by Elliot Winick and Frances Bollag.

New Members

Ellis Betensky	45 W. 60th St. #28G	N.Y. 10023	582-6164
Gilberto Dominguez	3235 Cambridge Ave. #2A	Bronx 10463	884-7653
Charlotte M. Hildebrandt	76 Remsen St. #1C	B'klyn 11201	875-2965
Jessica Holland	1 E. 93rd St. #5C	N.Y. 10128	831-3618
Clayton D. McFarlane	570 Stanley Ave. #6G	B'klyn 11207	649-5182
Frederick Schmidt	101 W. 85th St. #41	N.Y. 10024	874-6776
Cynthia Shulman	530 West End Ave. #7A	N.Y. 10024	787-5223
Donald Smith	141-45 85th Rd. #3A	Jamaica 11435	657-6382

CHANGE OF ADDRESS

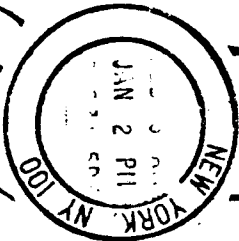
Allan P. Brison	419 Fourth St.	B'klyn 11215
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TOTAL NYCC MEMBERSHIP, 12/1/83: 427.

FIRST CLASS

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

Season's Greetings USA 20c



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