

April
1992

NYCC Bulletin



*"Why yes, as a matter of fact, the S.I.G. **did** just go by here. How **observant** of you to notice."*

Guidelines for Club Rides

NYCC rides are friendly group rides by individuals of similar riding abilities. Our leaders are volunteers. In addition to setting the pace and choosing the route, they may require or recommend specific equipment (helmets, locks, etc.) in their ride descriptions. Unless otherwise stated, rain (snow, sleet) at the starting time cancels the ride.

Please be sure that your bike is in good working condition. Bring a pump, spare tube(s), patch kit, tire irons, water, pocket food, and medical I.D. Optional items include a lock, maps, commuter rail bike permits. Helmets are strongly recommended. Headphones, illegal in New York State, are not.

Club rides generally approximate the speeds and characteristics listed

below. You can assess your abilities by riding at a comfortable pace, four laps around Central Park. The northern end of the park can be dangerous; ride with other cyclists. Be sure to measure the time it takes you to complete the four laps, and not your average speed. In selecting your first club ride, be conservative. Choose an easier ride; call the leader if you have any questions.

Ride Class	Avg. Speed (not incl. stops)	Cruising Speed (flat terrain)	Ride Description	Central Park Self-Class Times (4 laps = 24.5 mi.)
AA	17+ mph	22+ mph	Vigorous riding, frequently in pacelines. High regard for good riding style. Stops every 2 hours or so.	< 1:10
A+	16-17	20-22		1:10-1:16
A	15-16	18.5-20		1:16-1:23
A-	14-15	17-18.5		1:23-1:30
B+	13-14	16-17	Moderate to brisk riding with more attention to scenery. Stops every hour or two.	1:30-1:38
B	12-13	15-16		1:38-1:48
B-	11-12	14-15		1:48-2:00
C+	10-11	13-14	Leisurely to moderate riding: destination oriented. Stops every half hour or so.	2:00-2:14
C	09-10	12-13		2:14-2:30
C-	08-09	11-12		2:30>

The Last Word

Neal Spitzer

Dear **NYCC** it seems there has been some sort of raging controversy over logo or nologo. I have explained to the few who have asked that the redesign of the Bulletin included the design of a masthead for this publication. The **NYCC** logo has appeared on every issue, as has the

new masthead. I then changed the masthead slightly to try to quell the complaint. It seems that this is not enough for a few who have taken this as a personal affront. So now we will have a contest for a club logo that hopefully will be easier to use in a variety of situations. See Editors

Note. If I have offended many, I truly apologize. To all who are really offended and who dislike the new Bulletin design I will be more than willing to gracefully step aside and leave the design and production in the hands of one you feel will do things more to your liking.

The **NYCC BULLETIN** is published monthly by the **New York Cycle Club**, a non-profit educational and recreational organization for bicycle enthusiasts in New York City. The opinions expressed in the **NYCC BULLETIN** are those of the authors and do not necessarily reflect the official position of the **New York Cycle Club**.

Address. Send correspondence to Gail Birnbaum, Editor, **NYCC BULLETIN**, 309 East 87th st. #6R, New York, NY 10128.

Deadline. The deadline for all submissions and advertising is the first day of the month prior to publication.

Submission Guidelines. All submissions may be edited for length and clarity. Publication of material is determined by available space, which varies with the length of ride listings and we cannot guarantee that all submissions will be published. Submission is contributor's warranty that material is in no

way an infringement on the rights of another and that the material may be published without additional approval. Call editor for article guidelines and/or advance approval. Only articles submitted to the Editor on an IBM format (5.25 or 3.5 inch) diskette will be considered for publication. Include a self-addressed, stamped envelope if you wish material returned to you.

Ride Listings. To lead a ride and have it listed in the **BULLETIN**, call the Rides Coordinator for the class of ride you want to lead.

Display Advertising. Only bicycle related advertising is accepted. Rates are for camera-ready copy, page size is 7.5 by 10 inches. One-time rates: Full page, \$250; Half-page, \$135; Quarter-page, \$75; Eighth-page, \$45. Frequency discounts available.

Classifieds. Two classified ads per member per year are free (up to 6 lines), additional ads are \$1.00 per 25 character line.

Receiving the NYCC Bulletin. The **NYCC BULLETIN** is mailed free to all **NYCC** members. Membership is \$17 per year for individuals, \$23 per year for couples. See inside back cover for a membership application. If you don't receive your copy by the first of the month contact the Circulation Manager.

Production Notes. All of the Bulletin production work is done on a Macintosh computer.

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Deadline for May Bulletin, April 1st

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Friday, April 3

B&C 0-12mi Friday Night Services

6:30-8pm Host: Richard Rosenthal (212 371-4700) At 245 East 63rd St. (Second Avenue). Meet at my apartment to talk bikes and biking, learn to make emergency road repairs, fix flats, and true your wheels. When temp. and daylight permits, we'll ride one or two very easy laps around the park before having our clinic in the park. Call to confirm.

Saturday, April 4

SigA 71mi SIG Progressive "A" Series Ride #5

8:30am Leaders: Christy Guzzetta (212 595-3674) & Ed Fishkin (718 633-3038). From the Boathouse. Note the earlier start. We're passing the metric century mark and piling up the miles. This time we'll ride portions of the trip in a double paceline as we head across the bridge to Saddle River. We'll keep it simple. No need to rush. We haven't even reached the halfway point in the series yet. No rotating yet—just riding along—with another bike inches to the side, a wheel inches to the front, and another inches to the rear; all at the very same time. Helmets required. Extra bad weather cancels. Raindate: Sunday, April 5.

A 70+-mi "A" Training Ride #9 - "Coreg" the Barbarian Rides Again

9am Leader: Greg (Coreg) Worley (212 781-6702). From the Boathouse. We will ease the throttle up to 19.5mph on the flats as we take a clockwise loop through Bergen and Rockland Counties. Our route will take us up Saddle River Rd, across S. Mountain Rd and then back down toward Nyack. Anything that might besmirch Greg's (the leader's) new Bob Jackson cancels.

A- 65mi A Nasty Way To Nyack; A Nasty Way Back

9:30am Leader: Richard Rosenthal (212 371-4700). From the Boathouse. What's nice is we'll have lunch in a friend's backyard. What's not nice is all the hills we'll go out of our way to climb. Crud cancels. (Is this presidential diction or what?)

B/B+ 55mi North Shore Hillclimber I

9am Leader: Jim Babbitt (718 296-0027). From the Statue of Civic Virtue, Queens Blvd & Union Tpke. Quiet North Shore roads with an outdoor lunch in Northport if the weather is nice. Rain cancels.

Sunday, April 5

A 65+-mi A Training Ride #10 - "Not Nyack"

9am Leader: Mark Martinez (718 726-7644). From the Boathouse. We'll be heading out to Westchester and the Thornwood Diner for a change. Cruising speed edges up to 19.5 as we pull together on this Westchester jaunt. Wretched weather cancels.

A- 105mi New Caanan (maybe)

8:30am Leader: Marty Wolf (212 935-1460). From the Boathouse. This ride was frozen out in Jan and again in Feb - so we'll try one more time. Prompt 8:30am start; sign in 8:20am. Any precipitation cancels.

B 55mi Not Nyack

9am Leader: Jim Babbitt (718 296-0027). From the Boathouse. A nice easy ride in the northern "burbs" of N.J. Rain cancels.

C 50mi 3½ Bridges

10am Leader: Peter Hochstein (212 427-1041). From Tramway Plaza, 2nd Ave at 60 St. To Sheepshead Bay the long way around—via the 59th St. Bridge, a no-name bridge in Queens & the Marine Parkway Bridge. Home via Ocean Parkway & Brooklyn Bridge. Bring a spare inner tube & tools you'll need them. Precip, predicted high under 40 cancels.

Saturday, April 11

SigA 77mi SIG Progressive "A" Series Ride #6

8:30am Leaders: Ed Fishkin (718 633-3038) & Margaret Cipolla (718 275-6978). From the Boathouse. To Long Island. OK, this is the big time. We'll do the double paceline thing again, but this time we'll all

take turns pulling. That's right: a rotating double paceline. We'll cruise the LIE Service Road, picture perfect, a lean mean cycling machine. Let's do it. Rain date: 4/12

**A 70mi
9am**

A Training Ride #11

Leader: Mark Martinez (718 726-7644). From the Boathouse. Was the Highland Fling named after the first Scotsman hurled his Haggis? I don't know, but maybe we will find out as we brunch at the Highland Diner in Ossining. A steady 20mph today.

Typical Scottish weather or major clan wars cancels.

**B+ 60mi
9am**

Back Entrance to Nyack

Leader: Herb Dershowitz (212 929-0787). From the Boathouse. Possibly a different route for B riders to Nyack.

Sunday, April 12

**A 75/80mi
9am**

A Training Ride #12

Leader: Tom McMahon (212 777-5845). From the Boathouse. Today's ride coincides with my favorite race, Paris—Roubaix, so we'll bounce up to Armonk via the fabled cobbles (OK, potholes) of Westchester, enroute (that's french) to our favorite award-winning Belgian deli. After feasting on Toast a la Francais and Waffles Belgique, we'll cruise home at 20mph, but not before conquering the dreaded section through the black forest of Whipponwhill. Wagoon Monsoons cancels.

**A/A- 95mi
7:30am**

Hit the Road Jack

Leaders: Lawrence Ksiez (say "Keys") (718 478-0644). From the Boathouse. Today's route will be somewhat hilly as we take in some scenic N. Shore vistas on the way to Huntington Harbor. Lunch stop will be in Bayville. Temps below 30 cancels. Call leader if precip before start.

**B 50/55mi
9am**

Nice & Easy

Leader: Gerhard Meilen (212 724-8622). From the Boathouse. Join me for an easy cruise somewhere in N.J. Rain cancels.

**C 45/35mi
8:30am**

17th Annual Cherry Blossom Ride

Leaders: Maggie Clark (212 567-8272) David Miller 9:30am (212 794-9365) and Irv Weisman. From 59th & CPW at 8:30 or 9:30 from WTC Path Escalator Top - 10am train to Newark \$1. A leisurely ride through Branch Brook Park into Cherry Blossom Land for a picnic (bring or buy nearby) admire the foliage; do some people watching. Return via Montclair Estates to GW bridge by 4:30pm with several steep climbs. Joint TA ride. 50% chance of rain, projected high below 40 cancels.

**C 35/65mi
8:45am**

Long Beach Ramble

Leader: Ray Malecki (718 426-7383). From Queens Blvd at Yellowstone Blvd. Ride the back roads to the beach. I've tried to make this as low traffic as possible. Beautiful homes, harbors, boats, bridges, beaches, bay views, birds, boardwalks. Optional LIRR (pass required) return from Long Beach, Bayside or Forest Hills. Temp below 32 or any chance of precip cancels. Surf's up!

**C 36mi
10am**

QUACK

Leaders: Hindy & Irv Schacter (212 758-5738). From NW corner 1st Ave & E 64 St. Don't duck your responsibilities - come on the yearly ride to the Demerest Pond. Possible side trip to Farmer's Market to pick up goodies for feathered friends & human riders. Precip cancels.

Friday, April 17

A- 90-100mi Stony Point Without Ever Seeing 9W!

8:30 am Leader: Marty Wolf (212 935-1460). From the Boathouse. This is the long, hilly way to Stony Point; - OK, there will be .75 of a mile on 9W. Any precipitation cancels.

B&C 0-12mi Friday Night Services

6:30-8pm Host: Richard Rosenthal (212 371-4700). See April 3 listing.

Saturday, April 18

SigA 85mi 8:30am SIG Progressive "A" Series Ride #7A
 Leaders: Christy Guzzetta (212 595-3674) & C.J. Obregon (718 338-3275). From the Boathouse. Today we put it all together. We ride our rotating double paceline up the coast, lengthening out our ride, until we reach Old Greenwich, Connecticut. Note that there is an alternate date on Sunday. We are tough.

A 75/80mi 9am A Training Ride #13 "Whipporwill We Will"
 Leader: David Regen (212 866-6524). From the Boathouse. Are we in shape yet? Are we having fun yet? This very pretty ride features all my favorite ride qualities: Hills, speed, rolling, winding roads, and reasonable deli (in Armonk). We'll enjoy our endorphin buzz on the hill across from the boathouse later. 20.5mph cruising pace. Rain cancels.

B+A- 85+- 5:40am Dutchess' Delight
 Leader: Ray Malecki (718 426-7383). From GCS info booth. What a pleasure to ride pretty country roads all day, mostly quiet. One hour aboard Metro North gives you this Brewster start/finish. Hilly ride. Bring train pass, fare, pocket food. Predicted high below 60, any chance of precip cancels. AIII aboaarrmrd!

B 45-55mi 9am You Name It
 Leader: Alex von Braun (718 965-3552). From the Boathouse. River Road to Piermont or Nyack. Inland wander back. Helmets required. Rain, hi temps below 50 cancels.

C+B- 60mi 9:15am When Lilacs Last in the Dooryard Bloom'd
 Leaders: Nancy Asquith (hm 718 278-7504 wk 212 971-5568) & Brad Marshall. From Cunningham Park, Union Turnpike and 196 St, for a scenic ride into Suffolk county to the birthplace of an American poet. Possible optional bike/hike to the highest point on Long Island. 60 miles of hilly terrain. Note: Co-listed with AYH Five Boro Bike Club; uses drop-point-sweep system. Opportunity to do a B pace at times, but no one will be dropped, and stronger B riders who show will take turns waiting to point out turns to any C's interested in 60 scenic miles with hills.

C 35mi 10am Brooklyn Queens Greenway
 Leader: Dave Lutz (718 624-0346). From Grand Army Plaza in Brooklyn. On road and off, a leisurely tour through the planned route of the Brooklyn-Queens Greenway. Bring patch kit and spare tube. Planned subway return. Rain cancels. Joint 5BBC.

Sunday, April 19

SigA 85mi 8:30am SIG Progressive "A" Series Ride #7B
 Leaders: Ernest Yu (212 663-5747) & Bob Moulder (212 682-5669). See Saturday April 18. It's the same ride for those who might have a problem on Saturday. Let's do it.

A 89mi 9am A Training Ride #14 - "The Penultimate"
 Leader: Mark Martinez (718 726-7644). From the Boathouse. The destination is Bedford. The route is Christy's. The legs are yours. Last chance to get your climbing legs under you before Bear Mt. 20.5mph pace on the theoretical flats. Rain at start cancels.

Saturday, April 25

SigA 90mi 8:30am SIG Progressive "A" Series Ride #8
 Leaders: C.J. Obregon (718 338-3275) & Carolyn Blackmar (212 369-1419). From the Boathouse. North, North, North. We'll do the miles, climb a few hills, and take a look at the top of Croton Dam. We're piling it on now. We should be in rare form, getting ready for the big graduation ride, and almost ready to join the "A" team. Rain date: 4/26

A 100mi 8am The Ultimate "A" Training Ride
 Leader: Mark Martinez (718 726-7644). From the Boathouse. Celebrate Italy's liberation and the end of the training series with an evenly paced ride to Bear Mtn. Find out if Perkins Memorial Drive was named after the

first cyclist to attempt an ascent of Bear Mtn. Don't be late, cause at 8:05, we're on the move.
 40% chance of precip or greater, postpones until Sunday 4/26.

A- 70mi 9am

Armonk
 Leader: David Younglove (212 366-0463). From the Boathouse. Springtime, Westchester, Rolling Hills, Ahhh. No Armonk. Lunch at Deli in Armonk and back to the Hill in time to enjoy those lengthening afternoons. Rain at start, wind chill or temp below 32 cancels.

B 45mi 9am

Breezy Point
 Leader: Peter Morales. From City Hall Park, downtown Manhattan. Ride thru Brooklyn's Belt Parkway over Marine Parkway Bridge to Rockaways. Stop at Breezy Point for lunch. Rain, temp below 50 cancels.

Sunday, April 26

A/A- 120mi 7am "Thunder Road"
 Leader: Lawrence Ksiez (718 478-0644). From the Boathouse or 7:30 at Queens Blvd & Jewel. Whether today's title conjures up images of "the Boss" or Robert Mitchum, you are sure to enjoy the old reliable center island route to Montauk. LIRR pass required. Temp below 30 or precip at start cancels.

B- 45/50mi 9:30am Kensico Revisited
 Leader: Ken Weissman (212 222-5527). From Jerome/Woodlawn (last stop #4 train), at 9:30 sharp! A nice loop of Kensico Dam. The usual cancels.

C 30mi 10am Bike Thru Scenic Rockland County
 Leader: Richard Fine (914 638-0842). From the Blue Hill Office Complex, Pearl River NY. Level ride through scenic Rockland County with a few hills & real Rocklanders. Joint AMC. Precip cancels.

All Class 7:30am Connecticut Shore Line
 Leader: Geo Carl Kaplan (212 989-0883). From Grand Central Terminal. Train to New Haven. Breakfast aboard. Ride the CT Shoreline 3 routes, A-B-C. Pizza on return trip. Arrive back at 8pm. \$30-includes breakfast, dinner, and round-trip rail fare. Bring Metro North Pass. Call leader for availability. See coupon on page 9.

Friday, May 1

B&C 12mi 6:30-8pm Friday Night Services
 Host: Richard Rosenthal (212 371-4700). From the Boathouse. Bike one or two easy laps, then learn to make emergency road repairs, fix flats, and true your wheels. Call to confirm.

Saturday, May 2

SigA 90mi 8:30am SIG Progressive "A" Series Ride #9
 Leaders: Bob Moulder (212 682-5669) & Margaret Cipolla (718 275-6978). Now we've got the miles under our belt, and it's time to work some real hills, not the puny things we've coasted over before. Now we'll get to know what burning quads really feel like. Rain date: 5/3.

A 60-70mi 9am Nyack Again
 Leader: Greg Worley (212 781-6702). From the Boathouse. Back route to Nyack via River Road, Tweed, etc. Excessive rain cancels.

Sunday, May 3

A 70mi 8:30AM AHHH VALHALA
 Leader: Jody Saylor (hm 212 595-3674; wk 212 228-0440). From the Boathouse. Come join us for a Dam-Nice ride. Picnic at the Kensico Dam. Rain or other unpicnic like weather activity like temp below 32 cancels.

A 50-70mi 9am Hoping for Sunny Skies (again)
 Leader: Tom Lowenthal (718 847-6048). From the Boathouse at 9am and connects with me at Queens Blvd. & Yellowstone at 9:45am. Somewhere on the North Shore. Wet cancels, but not cold.

May 2 to 3

C Plus 8am Berkshires Weekend
 Leader: Peter Hochstein (212 427-1041). From GCS at 8am. Train to Dover Plains, NY. (bring MetroN pass) then bike about 50 hilly miles to the Red Lion Inn at Stockbridge, Mass. Return home next day or stay an extra night. Choice of accommodations from \$38 to \$106 per night, includes Continental Breakfast. Additional costs: food plus approximately \$18 train fare. One night's room deposit (non-refundable) must reach Peter Hochstein by April 14.

May 16 to 17

A/A- 250mi 7am Montauk Twin Century Weekend
 Leader: Marty Wolf (212 935-1460). As in past years, we'll take a central Long Island route on Sat, and will return on Sun. by the same route used by the 5BBC and NYCC so we can wave at our friends. Our group will stay in a motel in Montauk Sat. night. Call Marty for further details, and to make motel reservations.

May 23 to 25

"A" 120 + 100 + 120 Vermont Triple Centuries (stay at cozy ski lodge)

5:45am Leader: Ray Malecki (718 426-7383). Rescheduled from May 9th. See March Bulletin for details

May 23 to 25

Sheffield, Mass. Memorial Day Weekend.
 Karen Reich & Gerry Wendrowsky (212 874-7923). "If the Oscars were given for bike tripping..." Great food, beautiful scenery, rides for all levels. Reserve your Bed & Breakfast now!

JUNE

The Oregon & California Coast
 Leader: Michael Di Cerbo (212 645-1120). A two week ride from Portland, Oregon to San Francisco, California. this is considered one of the most beautiful coastlines in the world and we'll have a tailwind the whole way. Call now if interested.

July 10 to 20

B David Tours Tuscany: Chianti and the Hill Towns
 Leader: David Schlichting (516 482-3423). Spend a week on this self contained tour amid classic Italy: miles of undulating vineyards and olive groves, hilltop villas surrounded by cypress's plus a chance to explore ancient hill towns of San Gimignano, Volterra, Siena and Florence. 3 or 4 star hotels. Price: \$2,649 includes airfare, transfers, hotels, breakfast and most dinners.

August 20 to 23 A 750mi Boston-Montreal-Boston.
 Organizer: Jeff Vogel (718 275-6978). From the Boston suburbs to Montreal and back to Boston in 3½ days! This ride is patterned after Paris-Brest-Paris.

May 10, Sunday A/B/C 42 mi The Five Boro Bike Tour
8am From Battery Park. Brochures & Registration forms are available at your local bike shop or call 212 932-0778.

The following rides were listed in the March Bulletin. They are still forming. See March Bulletin for details.

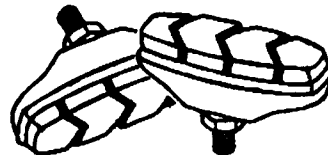
June 5 to 15 A 1000km Classics Quickie. Leader: Michael Yesko (212 533-2409) and Jane Kenyon (212 662-1935). two famous European Spring Classics; probably Liege-Bastogne-Liege and Paris-Roubaix, each about 250km in length. Let us know of your interest soon so that we can invite you to our planning party in April.

June 13 to 29 A The Animals Go To Africa. Leaders: Margaret Cipolla & Jeff Vogel (718 275-6978). Cost is \$1250 plus airfare. Call now if interested.

July 2 to 7 A- 300mi Puget Quickie. Leaders: Sherri Gorelick (212 744-6699) and Michael Yesko (212 533-2409). Trip is in the planning stage - call if interested. We are open to ideas and additional information.

July 24 to August 3 A 1500km Pyrenees/Cote d'Azur Quickie. Leaders: Richard Rosenthal (212 371-4700) and Michael Yesko (212 533-2409). Let us know of your interest soon so that we can invite you to our planning party in April.

August 14 to 23 The Hudson Valley - Saratoga to West Point. Leaders: Marilyn & Ken Weissman (212 222-5527). 1 to 10 days of touring. Join us



Editor's note:

Over the years, The New York Cycle Club has been identified not only by its full name and by the initials "NYCC," but also by various symbols, both official and unofficial. More than a name, a graphic symbol—a logo—provides a consistent identity and projects the image of the Club. To be most effective, the logo should always be used to identify the Club.

Although an NYCC logo was selected by Club members at a membership meeting last year, it did not meet certain specific design requirements. As a result, the logo selected proved to be difficult to use in practice. Therefore the Board of Directors is again seeking submissions of proposed logos from Club members.

The Board will evaluate the submissions for suitability and select a limited number

of "finalists" to be presented to the entire membership of the Club for their vote.

The Club logo should include the letters "NYCC" as either part of the design or an adjunct. The logo should include the concept of "cycling" and may also include a New York theme.

A proposed logo should be usable on all Club publications and accessories. This means it should be suitable for printed materials such as business cards, brochures, stationary, etc., as well as clothing (shorts, jerseys, musette bags, jackets) and accessories (water bottles, bike decals). Therefore the logo should be "scalable" so that it is identifiable in sizes ranging from ½" high (for business cards) to 6" high (for clothing).

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CLASSIFICATION CONFUSION

by Marjorie J. (Maggie) Clarke

To the dismay of many in the Club, the grand experiment known as the Club Ride Classification system, which had worked wonderfully for many years, is now in disarray. Where neophytes and old-timers alike could accurately select suitable rides from the listings, knowing well their own capabilities by previous riding experience or by doing the loops around Central Park, there is now a growing level of confusion.

In the past, the system worked because leaders and riders alike lived up to their responsibilities to lead and follow at the advertised pace. As a result, our Club was one of very few where riders would always be cycling in a harmonious group within sight and sound of one another,

enhancing the social nature of the experience, rather than being spread out over the roads with miles separating the leader from the sweep and riders forced to review cue sheets, which is typical of other clubs.

RAMPANT PACE-BUSTING

Some in the Club have said that there is really nothing wrong with the way the system has evolved. I'd like to counter this with a historical context and some real-life examples. At first, the pace-busting started out by leaders pushing the pace on the way home. This type of behavior on the part of leaders leading people without cue sheets frequently results in leaving them lost in unknown territory. This occasional pace-busting then developed into a more common situation, where ride leaders felt themselves compelled by some riders, who showed up on rides below their level, to increase

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The Head of the Class

This month's topic concerns the hardest-working part of your bike. This part is constantly subjected to immensely powerful stresses caused by the shock of riding over rough roads while bearing your weight, yet it is expected to do so without mechanically "giving in" even $\frac{1}{16}$ th of a millimeter. This part is neglected - sweated and rained upon from above, sand-blasted and slimed from below. This part is frequently installed incorrectly by many bike shops, and is routinely skipped over when other, more glamorous, parts are receiving their regular doses of fresh grease. This 120-gram part is cursed and slandered when, after doing its best under the worst of circumstances, it fails "prematurely." It is the lowly headset, the "Papillon" of bicycle components.

A QUICK CHECK-UP

Everybody wants to know first whether or not their bike's headset is okay. Let's check.

1) Stand on the left side of your bike, then grasp the top tube with your right hand and lock the front wheel by holding your front brake lever. While rocking the bike to the front and rear, see if you notice any vibration or knocking in the top tube transmitted by a loose headset. If you rock firmly, but feel no vibration, it isn't loose. But it still might be too tight, so let's continue on.

2) Still standing on the left side and holding the top tube with your right hand, lift the front wheel about 1 centimeter off the ground, hold the end of the handlebar very lightly and gently turn the front wheel left and right. Does it turn smoothly all the way through its range, or does it tend to grab a tiny bit when the wheel is pointed straight ahead? It does? That's a sure sign of brinelling. Does it turn smoothly, or does it feel rough or tight or uneven? If so, you might have a problem, so read on.

FRAME PREPARATION

If the manufacturer from which you got your bike has at least one iota of

scruples, before installing any components they prepped your bike's frame by checking its alignment and "chasing and facing." "Chasing" isn't so critical; it simply means they ran a tool through your bottom bracket and other threaded orifices to clean off any paint or metal chips left over from the manufacturing process. "Facing," on the other hand, is absolutely essential. Facing is accomplished with a precision tool that shaves a tiny amount of metal from the top and bottom of the head tube, and from each side of the bottom bracket shell, so that their surfaces are perfectly flat and parallel to each other. If your head tube's ends are not perfectly parallel, your headset's bearing cups and races won't be parallel, so they can never be adjusted optimally. The resulting constant looseness and binding will drive you nuts and shorten headset life. If these symptoms cropped up after a serious crash, you can bet you've got frame or fork damage. When a crash is hard enough to bend forks backwards or sideways, it is probable crown race alignment will be thrown off as well. Might be time for a new frame or, at least, a new fork.

BINDING

Chronic binding is caused almost exclusively by the problems mentioned above, but when binding develops gradually there might be other reasons.

1) It often happens that the top adjustable bearing cup is too tight, cramping the ball bearings so that they can't turn freely. This occurs when the adjustable bearing cup is set by hand, then the locknut is tightened without taking into account "thread slack" between the adjustable cup and the steerer tube. Trial-and-error will teach you to leave a bit of play in the bearings before cinching down the locknut. (This also applies to hubs and bottom brackets.)

2) The bearings might be bone dry, in which case a thorough cleaning and re-packing with grease are in order.

3) One or two ball bearings or part of the bearing retainer ring might have disintegrated, which would definitely cause binding. Disassemble, clean, grease and reinstall with all new bearings, but without the bearing retainer rings (More about this later). When reinstalling, the fresh grease will help hold the bearings in place.

LOCKNUT LOOSENING

Vibration loosens things. Every big or little bump you ride over equals one stress cycle.

Headset locknuts need help to stay tight. There are three "thread preparations" I know of that will help.

1) "Loctite" is a concoction made just for the job. Before you use it, clean the steerer tube and locknut threads with solvent to clean off the grease. Don't worry - this stuff won't "freeze" the locknut to the steerer tube. It stays gooeey and can be removed with solvent.

2) Tubular tire rim glue can be a bit messy, but it works as well as anything I've tried. Red glues seem to work better than white or clear ones. As above, clean the threads for a better grip, and use it sparingly. It also comes off easily with tubular rim cleaner.

NOTE: So that you don't wreck your bike's paint job, remove your fork and headset from the bike before sloshing solvent on them.

3) A few top-notch bike shops now use nylon plumber's tape when installing headsets and bottom brackets. Plumbers use this tape to prevent water leaks in threaded fittings, but it works very well for headsets, too. Get it at any hardware store and follow the directions on the package. If you're a neat freak, this is definitely the cleanest of the three.

BRINELLING

Headset bearings are required to do what none of the others must do: just sit there and take it. They're the only ball bearings on your bike that remain almost static while doing their job. They just sit there mostly in one position, wheel pointed straight ahead, getting the hell whacked out of them several million times per ride. And that's how headset bearing races get the little divots in them which cause your wheel to grab while pointed straight ahead. It's sometimes jokingly referred to as "indexed steering."

Let's assume your headset is afflicted with this curse. What's a cyclist to do!? Here are some things that might help:

1) Get some new bearings for your headset, enough for top and bottom plus four or five extra ones.

2) Throw away the bearing retainer rings. I know, they make it easy to handle the bearings, but they're part of the problem they restrict movement of the bearings.

3) Clean the headset thoroughly, then load the bearing cups with copious amounts of automotive-quality gray-green waterproof lithium grease. Trust me, it's much better than white lithium greases such as Lubriplate, and much cheaper than Campy or Shimano "Special Grease."

4) Place the bearings in the races, without their retainer rings. With the retainer rings gone, you'll find there is room to put in one or two extra bearings, which you should do. However, make sure the bearings don't bind against each other. This accomplishes a couple of things. First there's no retainer to restrict bearing movement, and second, the extra bearings upset the previous wear pattern so that all the bearings can't settle into the divots at the same time.

Next month: Tips on LOOK/Shimano/MAVIC pedal overhaul...

Blow Outs

Lou S. Pokes

Skin and Bare It!

There were lots of wild rumors and quiet whisperings last month. So, did he quit or didn't he?

Last month I reported that I had nothing to write about because no one was riding. Well, **Bob Trestman** managed to get 60 people to show up for his February 23rd ride. But Bob before you let it go to your head, think about it. Was it your charismatic leadership or your exciting destination of Nyack? Maybe it was the 63 degree day in February that brought everyone out. Maybe.

One of the few other rides that went off, sort of, was the first SIG Progressive A Ride. On a damp, drizzly day that four of the seven leaders thought was unrideable, 15 very eager riders showed up for the traditional four laps of Central Park. Because of the inclement weather they repeated the ride the next day when 35 more people showed up. This year's SIG is being coordinated by **C.J. Obregon**. The other leaders are **Ed Fishkin**, **Christy Guzzetta**, **Bob Moulder** and former SIG graduates **Carolyn Blackmar**, **Margaret Cipolla** and **Ernie Yu** (Gotcha, Ernie). In 11 weeks C.J. and his crew will transform 20 or so of these riders into polished A riders with perfect group riding skills.

With the weather being so uncooperative here **Rikki Furman**, **Jeanine Hartnett**, **Jane Kenyon**, **Mercedes Menocal**, **Lisa Halle**, **Carolyn Blackmar**, **Herb Dershowitz** and **Glenn Weiss** all had to go to Bike Camp in Florida to get some riding in. Lisa even managed to win her first race of the year down there, the Friday Night Nude Criterium. I don't make this stuff up. Ask her.

Speaking of racing (what a segue), six more NYCC members have taken out USCF racing licenses. They are **Lance Leener** (finally), **Mendel Markstein**, **Jane Kenyon**, **Catherine Chatham**, **Greg (Coreg the Barbarian) Worley** and **Tom McMahon**, who claims his greatest

accomplishment in cycling has been keeping his name out of this column. Sorry Tom. Better luck racing.

That's enough for the bike racing report. We have plenty of time to get bored later in the year. So, on to the stair racing report (and another great segue). **Jim Greene** and **Judy Gray** (yes) both ran the Empire State Building Stair Climb. Judy improved to 7th place, while Jim finished in 16th place, although he had a faster time than last year. Earlier this year Jim won a 43 flight race up the Corning Building in Albany. I guess that makes him a sprinter.

And in running news, **Liz Dollinger** recently finished a 50 mile race with a time of 9 hours and three minutes. Liz, next time someone says lets do a ride to Nyack, I don't want to hear that you're not in shape for a 50 mile trip. Just run behind us.

The Ultra Marathon Cycling Association just came out with their annual Who's Who listing. **Art Crowley**, **Karl Dittebrandt** and **Marty Wolf** all made the list, with Art and Karl (no) being the leading riders from New Jersey and New York respectively.

So is **Ed Fishkin** going to show up for every ride with a new bike? First it was the Merlin titanium, then the Basso carbon fiber and finally the mountain bike with full suspension. Ed claims to have financed these purchases with the savings from not having bought new clothes in five years. Ed, you already won worst dressed rider. Buy a new jersey.

Speaking of new bikes, **Michael Toomey** won a new Greg Lemond bike in Velo News' random drawing. Does this mean Wendy Sharp will be riding their tandem acappella?

Congratulations to **Suzanne Rohr** and **Peter Kleinschmidt** (yes) who were recently engaged. They're planning a trip to Switzerland in March and may already be married by the time you read this. It's

amazing how far some people will go to avoid having the NYCC crash their wedding.

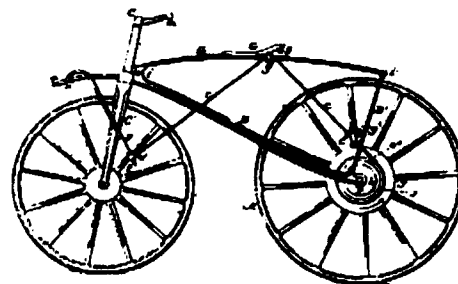
Now, for the long awaited contest to see how well you have been paying attention to what's going on in the **NYCC**. Answers can be found elsewhere in the Bulletin.

Question 1: The Santa Fe Quickie last October may be the most talked about ride in Club history. Match the riders in the first column with who they came back with in the second column.

- | | |
|----------------------|----------------------|
| a. Catherine Chatham | 1. Ed Fishkin |
| b. Sherri Gorelick | 2. Bob Foss |
| c. Holly Gray | 3. Richard Rosenthal |
| d. Janet Klutch | 4. Craig Spiegel |
| e. Karen Reich | 5. Mike Yesko |
| f. Everybody | 6. Nobody |

Question 2: Christy Guzzetta's first rule on the SIG was that you had to remove all unnecessary objects from your bike. **Jeff Vogel's** greatest accomplishment is getting A riders to put cartoon characters on their bikes (Jim Babbitt and Spike were his inspiration). Can you match the cartoon character with the bike it rides on:

- | | |
|-----------------|---------------------|
| a. Daisy | 1. Margaret Cipolla |
| b. Dino | 2. Noel Comess |
| c. Goofy | 3. Elizabeth Emery |
| d. Mickey Mouse | 4. Lisa Halle |



3. What is the most interesting place you've ever had sex
 Bonus: a. Speedy Gonzalez; b. Captain Crunch; c. Road Runner
 2. a-5; b-3; c-11; d-7; e-8; f-1; g-9; h-6; i-4; j-2; k-10.
 1. Sit on the hill and you'll figure it out.

BLOWOUTS ANSWERS:



- | | |
|--------------------|-----------------------|
| e. Mighty Mouse | 5. Stefani Jackenthal |
| f. Minnie Mouse | 6. Jane Kenyon |
| g. Nono the Frog | 7. Mendel Markstein |
| h. Porky Pig | 8. Tom McMahon |
| i. Sylvester | 9. Tony Nappi |
| j. Tasmanian Devil | 10. Dan Schwartzman |
| k. Yosemite Sam | 11. Jeff Vogel |

For bonus points, who would the following riders put on their bikes if they could find it:

- | |
|----------------------|
| a. Phillippe Chateau |
| b. Lance Leener |
| c. Angel Rivera |

Question 3: NYCC Jeopardy. At Christy Guzzetta's birthday party in February he was given a book with all new sexual questions. The following were the answers to his favorite new question. What was the question?

- | |
|--------------------------------|
| Church |
| Graveyard |
| Elevator |
| The Park on a Sunday afternoon |
| Ferris Wheel, by accident |

Oh, yeah, and **Hannah Holland** is still suspended.

Out of the Saddle

Mark Martinez

A Sunday in Hell

It's 9:03 on a chilly Sunday morning and the usual bunch of suspects is assembling by the Boathouse in dribs and drabs. Small knots of riders form according to plumage type: "A" riders in European team jerseys and expensive shades; "B" riders in Performance and Nashbar gear; and "C" riders wearing whatever works for them. "Birds of a feather..." Like members of the animal kingdom, they all seem to know their place in a sort of unspoken hierarchy.

A lone figure hovers around the perimeter of the groups, eaves-dropping on some of the pre-ride banter. While waiting for a lull in the conversation, he tries to figure out just what it is they are talking about. "Got a snakebite in Jersey... dropped me on the last hill... new tubulars..." Skylark, nah, maybe the Flagship." Finally, he hears a break and makes his move. "Uh—is this the New York Cycle Club?", he stammers. The others suddenly notice the previously invisible New Guy. Ten pairs of eyes scan the questioner, his clothes, shoes, and then his bike. "Yeah, that's us. What ride are you looking for?" "The 'A' ride?", he answers, already wondering if he should have said the "B" ride. Was there something in their tone of voice, or was it just his old "new-kid-in-school" paranoia—something he had never quite outgrown.

He tried to remember why he hadn't sacked out until the crack of noon like he usually did on Sundays. It hadn't been easy leaving the comfortable warmth of his own bed so he could bolt a quick bite, with bare feet on the cold kitchen linoleum. It was even harder because it actually wasn't his own bed. As he lurched out the door he heard his girlfriend's drowsy voice mumble "Have fun!" before she sank back under the downy waves of the comforter. Yeah fun, that was why he was out here while most normal

New Yorkers were engaged in that most sinful of all pastimes—doing nothing.

He shrugs off his remaining doubts and joins the group as they begin to mount up and pull away from the Boathouse. Soon he is part of a paceline rolling by dew-covered suburban lawns. In the early morning quiet, he begins to relax as he takes deep breaths of the chilly air. The only sounds he can hear are the rhythmic whirring of gears and chains occasionally punctuated by heavy breathing as the pack struggles to maintain its speed over a small rise. "Watch it!" booms a voice from behind, nearly causing him to jump out of his saddle. "Keep it steady," continues the unseen voice. He **was** keeping it steady, or so he thought, so why was he being screamed at? Apparently, the little riding he had done in pacelines before wasn't quite enough for the rider on his rear wheel. At the next stoplight he is a tad slow getting back into his pedals and soon finds himself chasing like a demon to catch the back of the group. This time he wants to make sure he doesn't offend anyone else in the paceline. When he finally gets back on, he concentrates so hard on the wheel ahead of him that his eyes began to tear from not blinking.

At the head of the line a rider wearing a PDM jersey is commenting on how twitchy the New Guy seems; "Did you see that geek back there!" "Yeah, don't get on his wheel, he's all over the place," agrees the Systeme-U jersey. Meanwhile, the cyclist who has just pulled off the front drops back until she is just ahead of the New Guy. She then proceeds to squeeze in front of him without saying so much as a word. He has to swerve and brake to avoid clipping her rear wheel. "If this is what a club ride is like," he thinks, "I wonder how nasty races must get."

The New Guy starts to think about turning back, but realizes that he doesn't know where the hell he is and has no map because the leader neglected to give out any (it was the "regular" route, after all). Just about then, he notices a rider rotating back to the end of the paceline. He prepares himself for being cut off again. "How's it going?" says a sympathetic voice that has now pulled even with him. "Do you really want to know?" he responds while taking a quick glance at the rider on his left elbow.

"That bad, huh. Well, don't take it personally, but some of these jokers can be a little hard on new guys. You look like you've ridden a paceline before—so just hang in there and let me know if you've got any questions."



The New Guy is momentarily stunned. He wasn't at all prepared for this warm reception after the psychological warfare and guerilla tactics he had just experienced. When he recovers, he glances to his left to ask the other rider his name, but the blue Motorola jersey has quietly slipped back and pulled in behind him. A voice from behind says, "The name's Mike—what's yours?"

The first day in school was almost over.

PEDAL TO INDEPENDENCE!



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New York Cycle Club Board Meeting

Tuesday, February 4, 1992 (summary)

Present: Jim Babbitt, Gail Birnbaum, Margaret Cipolla Herb Dershowitz, Sherri Gorelick, Lisa Halle Hannah Holland, Geo Kaplan, Cliff Kranish Mark Martinez, Larry Nelson, Richard Rosenthal Jeff Vogel

Absent: None

There was a brief discussion regarding Irv Weisman's proposal to change ride categories. The discussion centered around why Irv was not invited to this Board meeting. The consensus was that he was invited but decided to present his ideas at the January membership meeting and then decided not to attend the Board meeting. Margaret and Mark agreed to discuss the possibility of changing the guidelines with Irv and report back to the Board in March. Jeff also brought up the problem of rides, Mike Yesko's in particular, being listed at a faster pace than the guidelines call for.

Richard said that Doug Blackburn is going to head a committee to work on the proposed NYCC Century.

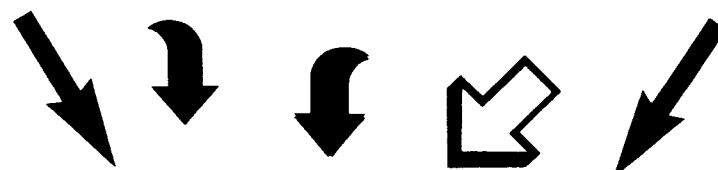
The issue of the Club logo was discussed again. We discussed the ramifications of not using the official logo in the Bulletin. The Board also discussed the requirement that the official logo be used anywhere that NYCC

is used, such as water bottles, jerseys, business cards, etc. The procedures for choosing the current logo were discussed as well as the procedures necessary to change the logo.

The Board decided to give something other than patches to ride leaders who led three or more rides. The possibility of a dinner/pizza party for the leaders was suggested and approved, with a committee of last year's Ride Coordinators and VP of Rides to coordinate it. Later in the meeting during the Club Water Bottle discussion it was unanimously voted to give a water bottle to each leader who led more than three rides.

Mark said that C.J. Obregon asked the Club for funds to cover the costs of running the SIG Progressive A Ride Series. The consensus of the Board was that because the SIG is not open to every member of the Club, the Club should not bear the cost. A motion to this effect passed 12-0-1. This vote applied to the SIG only and not any other ride.

Larry asked us to decide if Caryl Baron should go ahead with ordering Club Water Bottles. We agreed she should go ahead. They will be available to Club members only and will be sold at cost. Richard volunteered to store them if no other place could be found.



Connecticut Shoreline Ride

4/26 Connecticut Shoreline Ride-Reservation.

Send with \$30 check payable to NYCC to:

Geo Carl Kaplan, 18 W. 16th St. NY, NY 10011 BEFORE April 1

Name _____

Address/apt.# _____

Zip _____

Telephone _____

☐ Coffee ☐ Tea ☐ Decaf / Bagel ☐ Plain ☐ Cream Cheese

Pizza ☐ Veggie ☐ Meat / Soft drink ☐ Reg ☐ Diet

Metro North Pass Required!

Classification: continued from page 5

the speed of the entire ride to accommodate them.

Some heartless devotees of this method simply drop those who selected the ride on the basis of the advertisement, or worse, tell them to go on a slower ride. This happened to me, a dyed-in-the-wool B-ride leader, who selected the B-section of the all-class Club ride this past September. It turned out that this B-ride went at about 12.5 mph for the first hour and a half, where I had to turn back or be too exhausted to finish. The leader instructed me to take the C ride (advertised at three mph less than this ride turned out to be). The funny thing was, there was no reason to push the pace at all since there was already a B contingent. I heard that other B-riders on this ride also were exhausted by the pace and came back to the City well back of the group. Is this the kind of reputation our Club wants?

DOUBLE TALKING

Another example: On a B-ride I led to Rye this fall, a new B level rider came on my ride. He had been on a few Club rides after having checked his capability in Central Park. He had been dropped on B rides, so he came on mine. When he started to complain at lunchtime that the pace was too slow (it had been 11.5 mph for the morning), I had to explain the double-talk of ride listing vs. ride leading that our Club has adopted.

What is a rider to do? Carefully select a ride for which he/she is prepared according to the advertised pace, invest as much as an hour and a half to get to the start of this ride, and then go home uncomplainingly because a bunch of uncaring, faster riders decide to shanghai the ride? Most people will tire quickly of ruining their weekend mornings by trying to second-guess how the ride will actually turn out. We already have a significantly rapid turnover in membership and a reputation for being unfriendly; do we want to make it worse?

THERE IS A SOLUTION!

The inventor of the original ride classification system, Irv Weisman, has been mulling over how to improve the orderliness and utility of his creation to suit the needs of those who want a reliable system and yet accommodate those who want to go faster and faster. What's the secret? The humble speedometer. With this device leaders and riders alike can monitor their cruising speeds and average speeds. The modified classification system is this:

- All rides would be listed with a ride type or philosophy, just as now:

"A" is characterized by desire for speed, riding style (pace-lines), and longer distance.

"B" is characterized by desire for nice scenery and tourism, with moderate speed and distance. No pace-lines.

"C" is characterized by a desire for shorter rides and sightseeing, and is destination-oriented.

- All rides would be listed with a number instead of "+" and "-", (e.g., C8, B13, B17, A23) which corresponds to the miles per hour the ride will average. A ride designated with the number 11, for example, would be expected to maintain an average speed between 11.0 to 11.9 mph. Cruising speed is approximately 3 mph faster.

SOMETHING FOR EVERYONE

That's it. This would not only clarify the advertised pace of a ride, but it would also permit B philosophy riders to have rides faster than the current 14 mph limit. There could be B16 rides or A22 rides or C12 rides; the combinations are considerable. Note: The speed levels are based on average riding speed for the day in rolling terrain. They will decrease one mph in hilly and increase one mph in flat terrain, as in Irv's original design.

In order to implement this, riders and ride leaders have to know their capability at all times during the season. We all know that just about everyone loses and gains condition at certain times during the year. For example, in the spring, I list B9 and B10 rides until I got into better condition. Later, in the summer I would list B11 and maybe B12 rides. The "A" Sig could start out listing their rides as A13 or A14 and gradually increase as their capability increased. Leaders would also have to be resolute in maintaining the correct pace, even in the face of faster riders. Just let them go, and eventually everyone will get the idea and the system will become reliable again.

Should we continue with our current, increasingly chaotic system? Or should we adopt the above and endeavor to reestablish the harmonious, predictable riding system we used to have? I hope that we all care enough about the Club and each other to give this new system a try.

Editor's note: The BULLETIN welcomes further discussion of this important issue.

The Montauk Century

The annual Montauk Century is scheduled for Sunday, May 17, 1992. This year the Five Borough Bicycle Club will handle all the transportation.

Starting time is 5:30 A.M., rain or shine, from the Statue of Civic Virtue in Queens and arriving at Montauk State Park for a great party. The 5BBC luggage shuttle will transport day-packs out there from the starting point. Hot showers and changing rooms when you get there. Route maps and sag service also provided. The post ride buffet features barbecued chicken and vegetarian lasagna. (The meal is optional; you can register for the century without it.) Food service from 2 P.M. onward.

The first two charter buses of the day—leaving Montauk at 3:30 P.M. and 4:00 P.M.—are reserved for NYCC members, returning to Queens or Grand Central in Manhattan. Other 5BBC buses leave throughout the afternoon, the last at 7:00 P.M. Pedals must be removed to prevent damage and protective padding will be used.

The cost of the ride with return transportation is \$32 in advance (\$37 after May 4th). The cost of the ride without transportation is \$12 (but remember that the LIRR will not accept bikes that day). Same day registration will be on a space available basis, so it's wise to sign up early. Refunds, minus a \$5 service charge, will be honored until May 3rd. All registered riders will receive a confirmation packet with event details and your ticket.

Fill out the coupon right away and return it to the 5BBC. For further information, contact NYCC member Bob Trestman at (212) 928-8456 or call the 5BBC at (212) 932-2300 ext 355.

COUPON One form per person. Please print clearly.

Name: _____

Address: _____

City/State/Zip: _____

Day Phone: _____

Eve Phone: _____

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Sex: ☐ M ☐ F

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Enclose: Ride Fee

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For sale: 60cm Trek 400 Sport bike. Frame bent slightly; still very ride-able. Good city beater/commuter bike. Asking \$150. John (718) 499-9427

For sale: Colnago Super, 58.5 cm, Chorus gruppo. Excellent condition. \$950. Call Blair (212) 744-7050

For sale: 1990 Trek 520 touring bike. 21 speeds. Shimano Deore DX components with SIS. Bar-end shifters. Rack. Good condition. Paid \$750, asking \$500. Jenny (212) 865-7456

For sale: Two Raleigh 28" 3-speeds, woman's and man's matching set. All black. Mint condition, vintage 1980. All chrome handbrakes with needles on tires. \$350 each. Call (212) 421-1718

Wanted: New or used bicycle travel bag. Call Larry after 5 P.M. (718) 478-0644

For Sale: Classic Campy Nuovo Record Gruppo, shined up, perfect, and complete. Looking for new home. Best offer. Jody Saylor (eve) (212) 799-8293 (day) (212) 228-0440

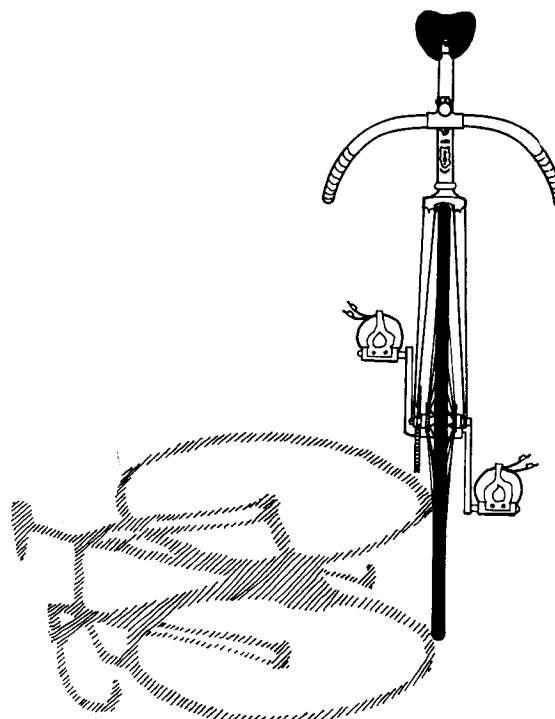
Editor's Note: continued from page 5

The logo should be reproducible using a single color ink; the cost of color reproduction is such that a color logo is not an option. While grays may be used, a black-and-white (line art) version must also be submitted which can be used where grays won't reproduce, such as in small sizes.

Each logo should be submitted in at least two formats: on an 8 1/2" by 11" paper (or board) and 1" high. A complete "identity program" showing how the logo would be used in various formats will help the Board in its selection. While a computer disk submission is not required, the logo should be convertible to a computer representation. Remember that the laser printers we use are limited to a resolution of 300 DPI (dots per inch) so avoid very fine lines. The "finalists" selected by the Board will be published in the Bulletin (the 1" high versions) for all members to see and vote on.

Michaels Bicycles

Michael Toomey



No. 4

Track Bike with Major Taylor Stem - 1920's

New York Cycle Club

Membership Application

I know that bicycling is a potentially hazardous activity. I represent that I am over eighteen years of age and that my physical condition and the condition of my equipment is to the

best of my knowledge adequate to allow me to participate in **NYCC** activities. I assume all risks associated with such activities, all such risks being known and appreciated by

me. Having read this waiver and knowing these facts and in consideration of your accepting my application, I for myself and anyone entitled to act on my behalf, waive and

release the **NYCC**, its Board of Directors, their representatives and successors from all claims or liabilities of any kind arising out of my participating in **NYCC** activities.

Name: _____ Signature: _____

(if a couple, both names please)

Name: _____ Signature: _____

Street Address/Apt#: _____ Phone (H): _____

City/State /Zip: _____ Phone (W): _____

Date: _____ Check Amount: _____ Where did you hear about **NYCC**? _____

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Circle if applicable: I do not want my (Address) (Phone Number) published in the semi-annual roster.

Other cycling memberships: ☐ AMC ☐ AYH ☐ Bikecentennial ☐ CCC ☐ CRCA ☐ LAW ☐ TA ☐ _____

1992 dues are \$17 per individual, \$23 per couple residing at the same address and receiving one Bulletin. Members joining after Labor Day pay one-half (\$8.50 individual, \$11.50 couple). Mail this application with a check made payable to the **New York Cycle Club**, P.O. Box 199, Cooper Station, New York, N.Y. 10276.

Program

A City Builder

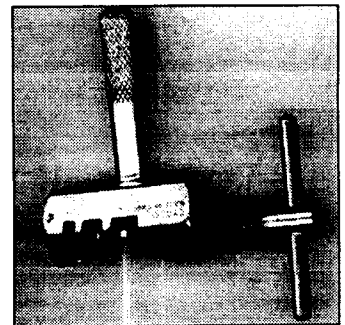
Ruth Messinger

Manhattan Borough President

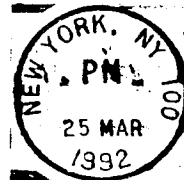
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6pm Social hr, 7pm Dine, 8pm
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\$2 surcharge after 7pm
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What Ever Happened To



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