

February
1992

NYCC Bulletin

WINTER RIDING...



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

I've heard from a number of you that you like the new Bulletin. I am, of course, pleased.

The **NYCC** is a participatory organization. In the hope of making the Bulletin even better, let me point to one small area where you can be a big help.

You will notice in Jan. on the No Tech Tips page that the wheel comes to within about a 1/16" of the edge. I wanted this to go right off the page, but that costs a lot extra. So this is where you come in. Whenever you see a graphic element come real close to the edge of the page, you take out a matching pen and complete the artwork so that it goes

right off. The is will make you happier, me happier, **NYCC** a better club, and rides a lot safer.

Thank you for your help in this matter.

Special thanks to Keith Chapman at Bike Nashbar for sending me an old catalogue with rough line drawings of bike components. You'll be seeing some of these every now and then.

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.

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Deadline for March Bulletin, Feb.3

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Saturday, February 2

B+ 50mi Park Ridge
9:15am Leader: Alan Stein (718-896-6577). From the Boathouse. If the weather is nice (38 +) go for a ride, if not build a snowman or go ice skating.

Sunday, February 3

B ? Leaderless
9am Leader: You. From the Boathouse. If its snowing sleep late. If not, try a pick-up ride at the Boathouse. Snow or temp. below 32 cancels.

Saturday, February 8

A+ 60mi Walden Revisited
9am Leaders: Lisa Halle (212-319-6097) & Glenn Weiss (212-724-3689). From the Boathouse. For those of you unfamiliar with "Walden's Ways", this ride will utilize the art of proper pacerline riding. No long pulls, no double pacerlines: this is a continuous rotating pacerline. We'll head up 9W to work this riding procedure to its fullest! We'll break up into small groups of 10 maximum if we have to. Former Walden School grads are encouraged to attend and help out. Rain, snow, temp. below 30 cancels.

A- 54mi "Regressive A" Series-Ridgewood, NJ
9:30am Leader: Mike Yesko (212-533-2409). From the Boathouse. It's been a while since we've visited the Ridgewood Cycle Shop. We'll hold flat cruising speed to 19 and relax the pace line a bit for a more sociable ride. Pacebustlers not welcome! We can even break up into smaller groups, meeting to brunch at Daily Treat. You needn't feel compelled to pull. Let's ride safely and continue the good A- riding tradition of the Club. Cancels if precip. on roads or wind chill temp below 15 on Channel 36 at 9am.

B-1C+ Long Beach Ramble
65\35mi 8:45am Leader: Ray Malecki (718-426-7383). From Queens Blvd & Yellowstone Blvd. Ride the Backroads to the beach. I've tried to make this as low traffic as possible. Beautiful homes, harbors, boats, bridges, beaches, bay views, birds, boardwalks. LIRR (pass required) return. For a shorter ride or from Bayside or Forest Hills for Manhattanites. Temps. below 32 or any chance of precip. cancels. Surf's up!

Sunday, February 9

A-1A North Shore Via North Queens
55-60mi 9am Leader: Hanna Strauss (718-278-4779). From the Boathouse. This route will avoid the much dreaded Queens Blvd. We will travel along the Northern Sector of Queens, passing through "Little Athens" and "Little Seoul" on our way to Oyster Bay. Deli/bagel stop there, then make our way back a slightly different route. Subway option available for shortened return trip. Start temp. below 35, severe wind chill or precip. cancels.

B 35mi Winter Scenery
9:30am Leader: Larry Nelson (212-874-5125). From the Boathouse. A short mileage, scenic ride up and back on River Rd. to keep the muscles and joints moving through the winter. Hot drinks back at the Boathouse. Temp. less than 32 at start or any precip. cancels.

Friday, February 14-Monday, February 17

A- 350 California Quickie
 Leader: Mike Yesko (212-533-2409). If we're not all off skiing this weekend, let's hop a plane for LAX on Thursday night. On Friday, we schmooze south along the coast to Palos Verdes and warm up our legs. The main event on Saturday is the Death Valley Double. Wandervogel's first ride on the 1992 California Triple Crown Program. It runs from Stovepipe Wells to Shoshone and back. We'll earn a neat ride jersey and see how the Californians can organize an event! Sunday and Monday are for easy riding and sightseeing. It's the red-eye back to NYC on Monday night after dinner at Spago or another chic place. I have applications which need to be mailed by Feb. 4.

Saturday, February 15

A- 50mi Nyack with a Hill (or Two)
9am Leader: CJ Obregon (718-338-3275). From the Boathouse. To Nyack via 9W with either River Rd. or Bradley-Tweed depending on conditions. Back by 501 and Booth. Helmets required. Precip. or temp below freezing cancels.

B+ 55mi Brunch at the Flagship
10am Leader: Cliff Kranish (212-473-6745). From the Boathouse. Join Cliff for a great ride to the award winning "best diner". Temp. less than 32 or precip. cancels.

B 52mi It's Valentine's: Eat Your Heart Out, I
10am Leader: Richard Rosenthal (212-371-4700). From the Boathouse to Nyack. Slop, wind chill below 30 at start cancels.

All Class Times Square & the Lemon Squeezer in Harriman
Hike 9am Leader: Ken Weisman (212-222-5527). From West End Ave. & 95th St. George Washington spent alot of time keeping the British away from the Colonial America Iron Mines. We'll pass. Remember the Great Chain across the Hudson from high school? Ken has led hikes in this area since the 50's. This one features flat terrain, old mines and fascinating rock formations. Boots, food, water & a layered clothing a must. A camera is a great option. Call leader for cancellation conditions and ride shares.

Sunday, February 16

A-1A 60 Not Nyack Maybe
9am Leader: Karl Dittbrandt (212-477-1387). From the Boathouse. If Saturday's ride goes to Nyack I won't be going there if it doesn't maybe I will, but for sure across the GW Bridge with a couple of hills. Precip. or temp below 30 cancels.

A- 52mi It's Valentines: Eat Your Heart Out, II
10:30am Leader: Richard Rosenthal (212-371-4700). From the Boathouse. In Nyack. This is today's real A- ride. Carl's strong; I'm not. Slop, wind chill below 30 at start cancels.

C 48mi George Washington Slept Somewhere Around Here
9:30am Leader: Peter Hochstein (212-427-1041). From the Boathouse. To honor Washington's Birthday tomorrow, to some of the places George shackled up in upper Bergen and Rockland. Indoor lunch somewhere warm in Piermont. Easy routes, but one bad hill on the way home. (I cannot tell a lie). Precip. or predicted high below 40 cancels.

Monday, February 17

A- 80mi President's Day Ride to South Mtn-Falafel at Fat David's
9am Leader: Marty Wolf (212-935-1460). From the Boathouse. Join me on a round-about jaunt to Spring Valley by way of South Mt. Rd. This is a rather pretty ride-you'll pedal on some roads you've never seen before as well as on some old familiar ones. If it's a lovely day ride may be extended by about 5 miles. Temp below 30 or any precip. cancels.

Saturday, February 22

A+ 52mi Nyack Death March
9am Leader: Coreg Worley (212-781-6702). From the Boathouse. River Rd. to Nyack with other hills optional. Ve take no prisoners. Helmets required. Predicted high below mid 30s or precip. at start.

B 50mi Bo Knows B Rides
9am Leader: Ernie Yu (212-663-5747). From the Boathouse. Do a B ride and celebrate the return of Bobby Bonilla to NY. We know the Mets can't win without Strawberry-will Bonilla make the Amusin' Mets Amazin again? Report early for spring training along with the pitchers and catchers, and help me find Ball-Park Ridge, NJ. Predicted high below 40 or precip. cancels.

Sunday, February 23

A 50-55mi Just An Old Fashioned Nyack Ride

9:30am Leader: Bob Trestman (212-928-8456). From the Boathouse. North to Nyack—the nicer the weather, the more creative the route. Icy roads, snow or rain cancels.

B+ 55mi Ever Wonder Where Saddle River Is?

9am Leader: Kyle Skrinak (212-260-7283). From the Boathouse. I'm told this is a good ride for cold weather—two indoor food stops, and just enough hills to keep warm. Return up the Palisades via Irv Weisman's easy way. Temp. below 30 or unsavory road conditions cancels.

C+VC 30+ Big Buns Bang the Beach

10am Leader: Vince Galluccio (212-580-5507). From the Boathouse. I'm out of shape, but I don't think I'm alone. So we scratch the itch and go for "egg creams and knishes" in Brighton Beach and back the shortway. Choo-choo bail outs along the way. Rain, snow, sleet or projected high below 40.

Saturday, February 29

A/A- 60mi Hoping for Sunny Skies

9am Leader: Tom Lowenthal (718-847-6048). From the Boathouse at 9am. Meet leader at 9:45am at Jewel & Queens Blvd. Somewhere on Long Island. Rain cancels.

A- Sadie Hawkins Century

100-110 8:30am Leader: Marty Wolf (212-935-1460). From the Boathouse. It's Sadie Hawkins Day so I'm inviting you to join me for a pretty ride to CT. The route is one which can be modified to 60 or 75 miles should weather so dictate. (Each alternative has as it's turn around point a rather pleasant place for lunch).

B+ 45mi Soul of Staten Island

9:15am Leader: Carlos Cardona (212-581-2858). From the Staten Island Ferry NY side. Blue collar tour of SI, Snake Hill and Richmondtown Restoration. Temp. below 40 or precip. cancels.

Sunday, March 1

A+ 62mi Da Guyland

9am Leader: Mark Martinez (718-726-7644). From the Boathouse at 9am and Queens Blvd. and Yellowstone at 9:45am. Give the Skylark and Flagship a rest while spinning out to Syosset. Note: the + is my concession to those who hold that all ride classifications should drop a notch in Winter; we'll do a Summer "A" pace. Predicted high below 35 or precip. at start cancels.

B 55mi Untitled

9am Leader: John Gatsos (212-250-2810). From the Boathouse. Westchester or NJ. Usual bad weather cancels.

C 30+ Will o' the Wisp

10am Leader: Roscoe Geo (212-989-0883). From the Boathouse. A pleasant tour over the GW Bridge to scenic NJ-lunch indoors at a diner-Piermont? As we choose-no pressure. Precip. or predicted high below 40 cancels.

Saturday, March 7

All Class All-Class Self-Classification Ride

10am Leaders: Irv Weisman, Geo Kaplan, Jim Babbit. From 5th Ave. & 72nd St. entrance to Central Park. Find your optimum ride class for enjoyable club riding. We'll record your lap times so you can know how well you hold your comfortable pace. Bring a self-addressed postcard for your report. Postponed to Sun, March 8 if rain or predicted temp. below 40.

Saturday, April 18

C 35mi Brooklyn Queens Greenway

10am 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 26

All Class Connecticut Shore Line

7:30am 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. Reservations by April 1. See coupon on page 7.

A 50-75mi a day The Animals Go To Africa

Leaders: Margaret Cipolla & Jeff Vogel (718-275-6978).

11 days of riding plus a three day game safari on this customized bike tour to Kenya and the Rift Valley. Some of the leaders/guides are members of Kenya's National Cycling Team. Cost is \$1350 plus airfare. Call now if interested.

'92 S.I.G. Progressive "A" Series

By the time you read this, plans will have been finalized for one of the most eagerly awaited ride series of the Spring—the sixth annual S.I.G. Progressive "A" Ride Series. S.I.G. stands for Special Interest Group. The series is designed for solid "B" and "B+" riders whose "special interest" is to learn group riding fundamentals and build the fitness base needed to progress to the "A" level. And to do it all in only 11 short, fun weeks!

Sounds impossible? The **NYCC** has successfully graduated dozens of skilled "A" riders from this unique program, many of whom have continued onto competition level.

This year's S.I.G. begins March 7 with a low-keyed 4 loop cruise around Central Park, and finishes with an exciting, challenging "A" graduation ride on May 16. All the rides are scheduled for Saturdays so that Sundays can serve as rain dates; you won't want to miss even one.

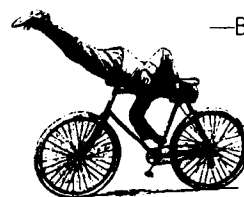
The 1992 leaders include the S.I.G. founder, former S.I.G. leaders, and S.I.G. graduates. They will provide sound instruction, competent equipment advice and encouragement to help you reach your goal. We know of no other club that offers such a ride series, at any price. But for **NYCC** members, it's *free*!

The 1992 S.I.G. leaders are:
Carolyn Blackmar 212-369-1419
Margaret Cipolla 718-275-6978
Ed Fishkin 718-633-3038
Christy Guzzetta 212-595-3674
Bob Moulder 212-682-5669
C.J. Obregon 718-338-3275
Ernie Yu 212-663-5747

Contact one of the leaders for general information about the ride series. Check the Club Rides in this Bulletin for the start time of the first S.I.G. ride on March 7, then get excited!! We hope to see you there.

Helmets are mandatory.

—Bob Moulder



Letter to the Editor

Dear Madam:

It is flattering that even in my effective retirement from public life, where I was quite active for some fifteen years, I apparently cast a long enough shadow for the incoming President to go at it at full tilt in his inaugural address (President's Message, Jan. '92). I must remain rather important to have merited his entire three bite outburst. My only regret is in not being named (although that reference to uncleaned soles is a dead giveaway); I am as fond of seeing my name in print as the next person.

I would, however, like to point out that the President's recollection can bear some corrective elucidation. The "unbikable" road (The President is referring to the Adventure of the "A" ride, which got lost in the wilds of Putnam on the way to the Wedding of the Year; one of life's mysteries is how this delightful morsel has entirely escaped the otherwise omniscient attention of the notorious gossip column) was no worse than, say, the one over the Gavia pass, where people RACE. Those who followed me then, without taking the time out to settle group dynamics issues, enjoyed the Champagne. The rest missed the boat. And as far as my DECOROUSLY LOW KEY OBSERVATIONS about new helmet wearers go, we can let the President's own record, since he donned one this spring, speak for itself.

I do not want the attitude of a person whose equipment begins to fall apart

habitually and predictably even before he arrives at the Boathouse. I do not want the attitude of a person, who, after years of riding, still has no idea where he is on a ride or how to get where he is going. And I do not want the attitude of a person who compensates for his inadequacies and complexes by shoving his political/social activism down everyone's throat.

Indeed, I have my own Attitude. She served me true through thick and thin and, by Our Lady of Ghisallo, I will keep her. The President, (who, incidentally, and so far true to prediction, was NOT actually ELECTED to his position; the last contested election in Club's history took place in '89, when Yours Truly, tempted primarily by the low probability of an upset, rendered this service by squaring off with incumbent Christy Guzzetta) if he indeed, as rumor has it, aspires to undertake the Raid Pyreneen, should learn a) to stay vertical on marginal surfaces and b) to make command decisions under pressure.

— Maxim Vickers,
Winner, '78 DC Special,
Ancien de P-B-P, '79, '83, '87,
Laureate de Raid Pyreneen, '85,
and still the only human to break two
hours in the Staten Island Hillclimber
(all without the benefit of cleats or
helmets, of course).

*Ed. note: Boys, boys, boys. If you
can't play nicely, I'm going to have to
take away your bicycles.*



"IRON LEGS"

JIM REX RIDES NO MORE

Jim Rex died on Monday, December 9, 1991, after being nursed at home for many months following several operations for colon cancer. A memorial service, attended by 14 members of **NYCC**, including two of Jim's proteges—ultra-marathoner Alex Bekkerman and racer Henry Gifford—was held the following Wednesday evening. After the religious service, Irv Weisman, who had been a Club officer with Jim in the late 70s, delivered a eulogy. He recounted highlights of Jim's harrowing escape from Hungary after the 1956 uprising was quashed by Soviet

troops; his practical and colorful contributions to the **NYCC** riding scene for many years as a rider and officer (Editor, VP-Rides, President); and his contributions to the Boy Scouts, where he rose from Scout Father to Scoutmaster and finally to Unit Commissioner. "These are my ways," Jim had said, "of giving back to America for the opportunities it gave to me." He died proud of his personal accomplishments and happy with his contributions and encouragements to the lives of many people. Jim is survived by his wife, Jane, and his son, James Jr., at 23-26 26th St., Astoria, NY, 11105.

Recombinant Erythropoietin Abuse

by Russell B. Cohen, D.C., C.C.S.P.

There has been a lot of talk recently regarding the use or misuse of a relatively new drug to hit the market. Recombinant erythropoietin's (rEPO) manufacturer, a California based biotechnology company, did not anticipate a black market for their product originally engineered for kidney and anemia patients.

Because erythropoietin creates red blood cells containing hemoglobin that transports oxygen to tissues and muscles, athletes can inject the drug rEPO to improve strength and endurance. Problems arise not with the drug itself but with its misuse by athletes. The drug increases the cellular portion of the blood, causing the viscosity to increase. In other words, the blood approaches the consistency of peanut butter. Users are at risk of pulmonary embolisms, blood clots, or seizures possibly resulting in death.

The International Olympic Committee (IOC) and the national governing bodies of all Olympic sports have banned rEPO. The problem lies in the difficulty of detecting the drug through testing. Testing is aimed at

measuring hematocrit levels or the ratio of red blood cells in a volume of whole blood. Researchers would need to determine what hematocrit level should be set as the cutoff. The challenge is to find the highest possible number that an elite athlete could naturally have—even if that athlete lives and trains at a high altitude—so that the test is as fair as possible.

Once the cutoff level is set, the fundamental problem of detecting rEPO in a person still remains. EPO is a naturally occurring substance secreted by the kidney. rEPO is immunologically and biologically identical to natural EPO, and almost identical structurally. Another problem is that rEPO's effects far outlast its detectability; rEPO levels in the blood can return to baseline within days of injection.

The IOC is discussing the possibility of starting blood and urine testing to detect rEPO, but nothing has been done yet. Advocates for testing say that it would protect the lives of athletes and level the playing field. The test itself is inexpensive, and no more difficult than finger-prick cholesterol testing.

Dr. Russell B. Cohen is a Board Certified Chiropractic Sports Physician practicing in Manhattan.



"Separation Anxiety" Therapy

In the November, 1991, Bulletin, **Mark Martinez** coined the phrase "Separation Anxiety" to describe the mental distress caused by not being able to disengage your feet at will from clipless pedals, thus causing you to end up in a pile of crumpled, embarrassed scrapes. Last year in this space, **Bob Trestman** described how to modify TIME cleats so they will click in and out easily, but in all my comments about LOOK

cleats it seems I forgot to address this problem and pass along my simple cure.

The main reason LOOK cleats get hung up in the pedals is that the cleats have too much curvature. This

curvature is forced upon the cleats when they are firmly bolted to the soles of the shoes, thus conforming to the shoes' profile. Generally, the soles of small shoes curve more severely, so the

problem is more common there. Acknowledging this tendency, most bike shoe manufacturers have designed small "platforms" in the soles where the cleats attach, so they'll stay flatter when bolted down.

If you have shoes that often get hung up, try this: loosen the front cleat bolt only, then insert a small, thin (about 2 millimeters) piece of hard plastic between the cleat and the sole. This spacer should be inserted all the way under the cleat so that it touches the bolt. It's easy to position the spacer with a thin-bladed screwdriver or a butter knife, but be careful not to poke yourself. When the spacer is in place, tighten the

bolt, then put the shoe on and try it out on the bike. Still too tight? Use a slightly thicker or thinner spacer. No luck? Look for mud, grass or small sticks crammed into the bolt recesses or the rear of the cleat. Still no dice? Loosen the rear cleat bolts and insert spacers there. Did you remember to set the pedal retention spring to "Loose?" If none of this works, go back to square one and consider trying another brand of cleat. I've found that Shimano's cleats for LOOK pedals are substantially more balky than LOOK's own cleats, whether used with Shimano or LOOK pedals.

Different spokes

When we looked at roadside spoke replacement last month, I hinted that there are some out-of-the-ordinary spoke options. I know of at least two.

The first I'll mention are "hook-end" bladed spokes. Instead of a flat head on the flange end of the spoke, the shaft makes a little zig-zag that can be inserted into the hub flange without threading the entire spoke length through the spoke hole. Although these bladed spokes are designed primarily for use on aerodynamic wheels with un-slotted hubs, the zig-zag feature also comes in handy for replacing spokes on the freewheel/freehub side of rear wheels. The only place I've seen these is the Performance mail-order catalog, but to tell the truth, I have not searched far and wide for other sources. If you decide to mail order, as I suggested last month, first figure out what length you need and be prepared to order at least 20 of them. Reserve these for use only on the rear wheel freewheel side. My experience with these spokes tells me they are good for use as emergency spokes on the freewheel side, but should be replaced with regular spokes when you get back home. It seems the zig-zag can't handle the extra-high tension loads of deep dished rear wheels as well as flat-head spokes do. If you find a

local source for these, though, I'd like to hear about it.

"Spaak gebroken?" Those are the first words of instruction that come with a product from the Netherlands that I was recently able to put to the test. Called "de Eersterhulp Spaak" ("The Emergency Spoke," I presume, since that's what it is), and made by a company called SIMSON, it has that utilitarian look that says "Hey, this thing will work." And it does work okay, with one exception I'll mention later. One end looks like the threaded end of a regular spoke, the other end is a plain hook, and both ends are anchored together with a flexible steel cable held in place by small aluminum jackets. The cable allows it to be folded into a compact loop that easily fits in most seat bags. Unfortunately, the instructions are written in Dutch, a language that contains just enough English cognates to make you think you know what's being said, but not really, so it takes a while to figure out how to use the spokes effectively. You wouldn't want to try to decipher the Dutch instructions for the first time while on the roadside with your buddies watching.

Sounds pretty good so far, but it has a few shortcomings that prevent a whole-hearted endorsement.

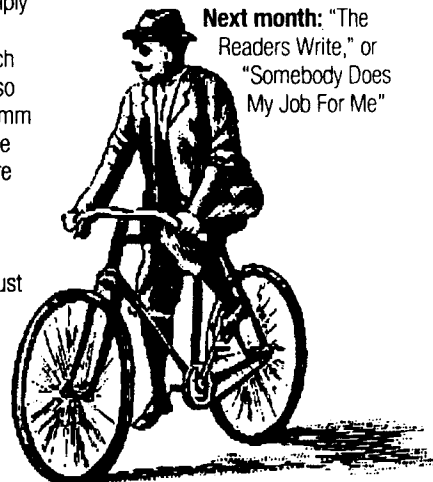
This spoke will replace broken ones up to 307mm in length. To determine the proper length, simply hold the "Spaak" up next to the broken spoke and note how much needs to come off. That's easy, so that's good. If you require a 299mm spoke, the excess length must be cut off the threaded end with wire cutters. That's bad, because we don't usually carry wire cutters. After it's cut, the semi-flattened, now-jagged threaded section must be filed smooth so it will thread into the nipple; a file would be nice for this job, but in a pinch the cut end can be scraped on a rock or concrete sidewalk to

make it sufficiently smooth, which isn't so bad. However, to prevent event the cable from twisting while tightening the nipple with a spoke wrench, it is absolutely essential to use pliers. Another bad. Two of these spokes (they come in a set) cost over \$10. Ugh.

The biggest, baddest negative of all is that this spoke should not be used on the freewheel side of 5-, 6-, 7-, or 8-speed wheels. As I indicated above, spoke tension (not to mention torque load) is extremely high on that side, and the hooks on these spokes just can't handle it. They quickly flatten and pull out of the flanges if you try to use them here. They're still fine for the drive side of 1-speed or 3-speed (Sturmey-Archer type) hubs, though.

The tool solution here is to carry a precision-made, multi-function implement known as "The Leatherman Tool," which incorporates all those tools (except the spoke wrench) into one. Besides the pliers, wire cutter and file, it also has a knife blade, screwdrivers, wire stripper and other stuff I've forgotten. It weighs about 5 ounces, is well built, and costs about \$35 at discount outdoor stores such as Campmor. That may seem a bit expensive, but it really is a fine tool that you'll use frequently for other things.

Next month: "The Readers Write," or "Somebody Does My Job For Me"



Blow Outs

Lou S. Pokes



The New Journalism!

So am I bringing journalism to a new level or what? With an early deadline I actually wrote about things before they happened! Some did and some didn't. So I won't win a Pulitzer Prize. I didn't even win Best of the **NYCC**. (Upon a final recount it was learned that I finished third to **Mike Samuel's** Covers and the Ride Listings). Anyway, **Elizabeth Emery** did not cook breakfast, only nine people showed up, not 13, and the best game **Stefani Jackenthal** could come up with not involving dead animals was burying **Jeff Vogel's** bike in the snow. (If you have no idea what I'm referring to, reread last month's column.) I also forgot to report the great time everyone had at **Judy Goldberg's** Hanukkah party.

I also should have reported that the **NYCC's** December Meeting/Holiday Party just about equalled the CRCA's party with our tremendous turnout. (Their food was still better, though.) One of the events of the evening was the presentation of a beautiful new bright red Schwinn to **Kulundi Frier**, an underprivileged girl in the Police Athletic League's bike repair program. **Keith Strawter** of the PAL did the presenting. The bike was purchased with donations from club members. Additional thanks go to **Roger Bergman** of Pedal Pushers who gave us the bike at his cost and to **Richard Rosenthal** who arranged everything.

So, since **Donna Slattery** was one of the crashers at **Jody & Christy's** wedding, how many uninvited guests will be at the Brooklyn Botanical Garden on February 2nd, when she marries Neville Mubarak? Also, I heard a rumor that **Charlie Morris** is

engaged to **Judy Koper**. If it's true, we'll crash that wedding too!

Has anybody seen the new magazine covering cycling in Bergen and Rockland Counties called **Cycling Times**? Inside the December issue is a photo of **Tony Nappi** and **Ralph LoSchiavo**. And that's **Stefani (Daisy) Jackenthal's** picture on the cover. The place to pick up **Cycling Times** is the Bicycle Workshop in Tenafly. Owner **Dave Everard** had Stefani autograph the cover and put it up on the wall next to the autographed photo of Eddy Merckx.

Correct me if I'm wrong, but isn't it winter?! Why in the world are people doing centuries? **Marty Wolf** scheduled several in January and **Larry Ksiez** tried a 135 mile ride to Montauk in December. Larry, **Elizabeth Maas** and **Bill Richards** made it only to Bridgehampton for a 119 mile day. What are these people going to do come spring?

Speaking of **Bill Richards**, he's been out on his "winter" bike, a 31 year old Atala. He's saving his 23 year old Frejus for better weather. And don't forget to save your old coffee makers, toaster ovens and other old appliances for Bill.

Chuck Wong thought he found a new friend on **Marty Wolf's** New Year's Day ride; as he was signing in, he took note of the name above him and exclaimed: "Who is this **Ken Yon**? I don't know him." He searched the crowd for signs of Ken, until Marty pointed out that the signature belonged to **Jane KENYON**.

Not everybody has been out riding. **Jim Greene**, who has obviously recovered from knee surgery last

summer, is training for the Empire State Building Stair Climb on February 13th. Jim is trying to improve on last year's seventh place finish. Other cross-trainers include **Holly Gray** and **Mike Yesko** who were spotted rock scrambling in the Catskills. Not everyone though has been able to separate cross training from cycling. On a recent ride led by **Caryl & Steve Baron** (yes), **Gerhard Meilen** tried to combine cycling and ice skating. While everyone else managed to avoid a frozen, pond-sized puddle, Gerhard tried to cycle/skate across. He made it half way before the ice cracked. Fortunately it was only about six inches deep as he pulled his left foot out of the pedal just in time to lean right, making quite an icy splash!

There are two new members of the 10,000 mile club, **Jeff Vogel**

and **Mendel Markstein**. Jeff was preparing to borrow a mountain bike for New Year's Eve if necessary, but he got to the 10,000 mile mark with a couple of days to spare. Mendel meanwhile rode over 12,000 miles without riding on Shabbos. **Alex Bekkerman**, of course, rode another 427,218.19 miles for the 53rd year in a row! No matter how many miles you plan on riding next year, you should thank **Tom Lowenthal** for supplying the mileage log to keep track of them.

And, finally, **Catherine Chatham's** name is not here again.

Dick Goldberg, **Dick Goldberg**, **Dick Goldberg**.

Chuck Wong, **Chuck Wong**, **Chuck Wong**.

And **Hannah Holland** is still suspended!

Rough Shifting

Gail Birnbaum

A message from your Editor

It's no fair that the BULLETIN editorship starts in January, when my reptile-like blood has long ago consigned me to furtively caressing my bike rather than riding it. I'd have much more scintillating—and relevant—things to say if my thighs were burning gloriously with lactic acid, if my brain were being fueled by biking-induced endorphins. Bet you can't wait until spring comes...

As it is, I'm reduced to reprinting cut lines from some letters to the Editor. If you too get frostbitten just thinking about riding your bike in the winter, gather around the fire with friends and try to guess how these

messages continue: "The January Bulletin looks so attractive—you are off to a great start as our new Editor! For this reason I was moved to write immediately and point out..." "Loved your first bulletin, very well done. Just one suggestion..." "Every comment I've heard about the Bulletin has been favorable, but..."

Keep those cards and letters coming, all you satisfied customers. And please, don't let me beg. Come forward of your own free will to volunteer your services as writer/reporters for the Bulletin.



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Out of the Saddle

Mark Martinez



The Razor's Edge

Why do some male cyclists shave their legs? This is a question that ranks close in cosmic significance to "Which way should toilet paper come off the roll," "Why does America need 'Lite' beer," and "Where do lost socks go?" Nonetheless, dozens of people have asked me this very same question over the last few years. Some have speculated that this behavior is part of a secret Masonic ritual; others, that it is a secular tonsure. Now, for what may be the first time ever in print, the true reasons can be told!

Rite of Passage

I myself first took cold steel to my hairy legs a couple years ago at the conclusion of the Progressive "A" Ride series. It was the eve of the annual Montauk Century which was to serve as my formal entry into the ranks of "A" riders. (Potential "A" riders, please note: leg-shaving is not a requirement. Just ask Ed "No, I'm not wearing wool tights" Fishkin.) After surviving "bike boot camp," I decided some ritual was needed to mark such an auspicious occasion. Why not shave my legs just like those gear-crunching, garlic-breathing, Euro-dudes? I thought; besides, it had been years since I had done anything that kinky. I remember the process well. It had all the elements of a classic rite of passage: purification, test of bravery, ceremonial bloodletting and ritual mutilation. Suffice it to say that the Brazilian rainforest is more easily deforested than a thirty five-year-old man's legs. Thank God I'm not a triathlete—they probably go the whole nine yards for a bikini-wax. Ouch!

So much for my own motivations. But why do thousands of otherwise normal American men perform similar rituals in the privacy of their own bathrooms? Many explanations have been given for this aberrant behavior, some of them more plausible than others.

Mal de Macadam

The most common reason offered is that after receiving a dose of road rash, hairless legs are easier to clean and bandage than their more hirsute counterparts. As someone not completely unfamiliar with *mal de macadam*, I have some problems with this explanation. First of all, the most common sites for crash-induced abrasions are the hips, elbows and shoulders. If anybody shaves these parts I don't want to know about it. Secondly, a good crash will probably remove any unfortunate follicles that lie in the path of destruction anyway—although I wouldn't recommend this as an alternative to electrolysis. I will concede that it is a lot less traumatic to remove a bandage from a hair-free limb, but after the first time, you've pretty much done a do-it-yourself leg-waxing.

Shaving Seconds?

Another argument for the smooth-legged look is that it's more aerodynamic. Sure it is, if you look like a Sasquatch, Wookie, or Lawrence Talbot on a full moon. Fortunately, most guys aren't quite that furry. More importantly, aerodynamics doesn't play a large role in club riding or mass start racing because drafting is encouraged in the former and expected in the latter. Cyclists who race against the clock and the wind might conceivably want to shave a few milliseconds from their times with the stroke of a razor, but for a nyone else the effect would be purely psychological.

There are some individuals who maintain that it's easier to massage a bare leg than a fuzzy one. Those of you fortunate enough to be able to afford the services of a personal soigneur may want to give this aspect more serious consideration, but most of the cyclists I ride with don't get a massage with any great frequency.

Perhaps the most truthful response to the question of why male cyclists shave their legs was given to me by a racer. "Tradition and Vanity," he said, "although not necessarily in that order."

The Thrill Is Gone

After two years of practicing "total leg grooming," I am re-evaluating my position on this controversial subject. The thrill is gone now, in the sense that shaving is no longer quite as dangerous as it used to be. It

doesn't even seem kinky anymore. And while I'm at least as vain as the next guy, I've come to realize that my legs will never inspire the kind of comments that Ken Carpenter's or Julia Roberts's do. So I guess that just leaves Tradition. Fortunately for me, the cold weather has arrived and my razor has been retired for the duration. My legs will be sporting lycra and wool until milder riding weather returns. Only time will tell what the Rites of Spring will entail.

Dear Editor:

It seems to me that Mark Martinez' article on "Trainer Resistance" was a bit misleading. Resistance trainers — be they wind trainers or rollers — can be very beneficial for the recreational cyclist, as well as the racer. And they can complement your cross-training methods during the winter.

But what's important to note is that resistance trainers shouldn't be used to replicate a long ride to Nyack. Mark is right; riding a wind trainer at a steady speed for hours on end will bore you to tears (or death, for that matter!). You should spend *quality* time (i.e. 30-45 minutes) not *quantity* time on a trainer.

• Use the trainer to do intervals or sprints to break up the monotony. For example, warm up for about 10-12 minutes, then do 30 seconds fast with a minute or so rest in between. Do about 8-10 of those, then pedal easy for another 5-10 minutes. You'll be amazed at how fast time goes by!

• Music helps. Maybe not Talking Heads or Elvis Costello, as Mark mentioned. Pick some music that you really like, that's fast and fun.

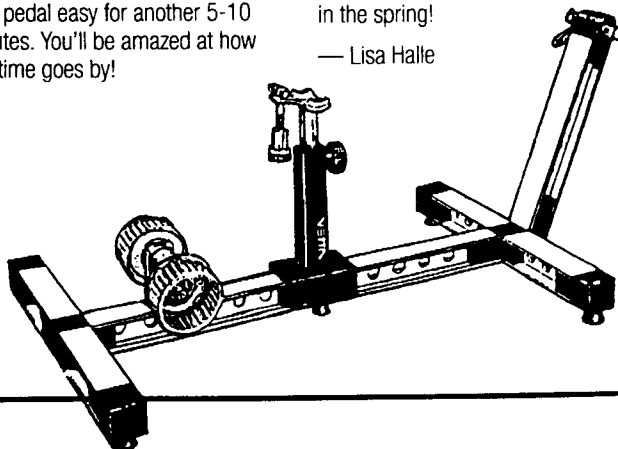
• TV works too. It's amazing, but sometimes I'll watch Jeopardy and try to guess all the answers (I mean questions). Also, you can use the commercials as your 30 second intervals. Unless it's a Procter & Gamble commercial — they sometimes use 45 second commercials.

• Train with a friend! It can make it a lot more interesting.

• DON'T DO IT EVERY DAY!!!! Resistance trainers should only be used once or twice a week. As Mark said, do other things, like cross country skiing, running, stairmasters, Irish hurling, skating. In other words, get a life.

So, don't sell your wind trainer just yet. Just use it wisely! See you in the spring!

— Lisa Halle



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New York Cycle Club Board Meeting

Tuesday, December 3, 1991 (Summary)

Present: Herb Dershowitz, Ed Fishkin, Dick Goldberg Sherri Gorelick, Christy Guzzetta, Lisa Halle Hannah Holland, George Kaplan, Cliff Kranish Bob Moulder, Larry Nelson, Richard Rosenthal Jeff Vogel

Absent : None

Jeff initiated a discussion on whether the minutes should be summarized for publication in the Bulletin. The By-Laws currently state that that is the responsibility of the editor. The discussion was tabled until the new editor is present at a meeting.

Larry presented the Club's final financial report for the fiscal year ended November 30, 1991. We had a surplus of \$4,210. It was noted that expenses have not yet been submitted for the monthly meeting programs. We have approximately \$11,700 in the bank, most of which is invested in a savings account and a C.D. The Board voted unanimously to accept Larry's financial statement as presented.

Larry then presented a draft of the 1991/92 fiscal year budget. He proposed budget projects a deficit of \$595 for the year. This led to a discussion about the possibility of membership decreasing if we don't get as much publicity (New York magazine twice) next year. It was determined that it is

impossible to predict renewal rates and that Cliff, who is now in charge of Public Relations, will attempt to garner as much publicity as possible. Larry requested that Board members contact him with possible changes to the budget as a final budget will be presented at the January board meeting.

Bob passed out a listing of the results of the Best of the NYCC election. Bob announced the results of each election including all the write-in votes of which there were many. It was determined that only 60 members out of approximately 1200 voted. Mike Samuel will prepare certificates for the winners. The Board thanked Bob for his efforts in the election.

Bob asked Hannah for the final count of the 1991 membership. She was unable to supply an answer at this time, but will do so soon.

Cliff received a mailing from United Cerebral Palsy (UCP) who used our roster as a mailing list. The roster states that the roster is "for members only and may not be used for general mailings without the permission of the Board of Directors". Cliff said the problem is that if they have inputted our names into their master file we will continue to receive their mail and they will sell our names to other organizations. George suggested that we put a \$10.00 fee on our roster to deter this from happening again. Larry suggested a letter be written to UCP asking them to purge our

names from their list. Sherri suggested we call their Executive Director to bring it to their attention. The final decision was that Cliff will write a letter to UCP, to be reviewed by Sherri, informing them of our policy and suggesting other ways of reaching our members.

Lisa thanked Cliff for two years of great Bulletins.

Hannah brought up the subject of Bulk Mail permits. She indicated that there are only three post offices in Manhattan that will accept mailings this way. She says that even though we will save 6 to 7 cents per Bulletin she refuses to be inconvenienced by this. The other reason she gave is that she likes to use pretty stamps.

The Board agreed to give patches in recognition of leaders who have let three or more rides in 1991.

Jeff requested that Ed supply him with copies of all correspondence he sent in 1991 as Public Relations Director for inclusion with the permanent minutes. He also requested that a copy of all future correspondence written on the Club's letterhead be forwarded to him for inclusion in the permanent minutes.

Richard announced that he could not contact the girl that we were going to give a bicycle to at last year's December meeting as her family

has moved and there is no forwarding address. Richard contacted the Police Athletic League and they have found a suitable recipient for the bicycle. Part of the funds are coming from the Country Cycling Club of Westchester as payment for infringement upon Richard's copyright of an article that appeared in our Bulletin and Bicycling magazine.

Richard, on the behalf of the Board, presented Lisa with a necklace in appreciation of her year as President. The gift was paid for by the members of the Board, not out of Club funds.

Lisa thanked the Board and announced that she will remain active in the Club. She discussed how she and Richard are involved in the Central Park Safety Committee. They have been attending weekly meetings regarding the 15 mph speed limit. She said alternative plans were being looked into.

OINK If You Want The Park All To Yourself

By Peter Hochstein

Has Charlie Komanoff gone too far? Are New York cyclists getting too piggy about our rights?

Admittedly, we owe Komanoff and his Transportation Alternatives a great debt for getting Hudson Drive in New Jersey and the south path of the George Washington Bridge opened for us. Ditto for the lanes that give cyclists protected access in Central and Prospect Parks, even when the park drives are open to motor traffic.

But lately TA seems to have abandoned a successful strategy of gaining shared access to bridges and roadways for cyclists. Instead they now demand that recreational users be accorded sole use of park roads—exclusive access instead of shared access.

Long term, that strategy won't work. Exclusive access will win us enemies instead of friends and those enemies will include other recreational users. Banning automobiles completely will force cyclists off roads instead of putting us on roads. Moreover, when paved roads are closed to motor vehicles they eventually become nearly-uncyclable hells on wheels.

On Wall Street there's a saying that bulls sometimes win, bears sometimes win — and pigs always get slaughtered. What are some of the fruits of a bicycle road hog strategy?

Start in Central Park, where there is now a 15 mph speed limit for bicycles. According to Parks Commissioner Betsy Gotbaum the limit was a "response to increasing complaints from walkers and joggers who feel imperiled."

KNOW THINE ENEMIES

Got that? Our true enemies turn out not to be drivers but our presumably

"natural allies" and co-beneficiaries of the weekend automobile ban. And why have they turned against us?

Well, probably there are some reckless cyclists, just as there are reckless drivers. But more likely, most objections come because runners and walkers want to feel perfectly free to dash or saunter into the roadway without first looking out for bicycles. If you've bicycled through the park on weekends, at 15 mph or any other speed, you've probably experienced the jogging, strolling and skating see-nots, two, three, four or more abreast.

It's the absence of automobiles that gives them this courage. You won't often see people ambling obliviously across a park drive during weekday automobile hours. They can respect several tons of onrushing steel. Yet during those same hours, we cyclists still have our own safe lane, blessedly free of cars.

That's the first of my points. When cyclists share access with cars, pedestrians care relatively little about our presence. Without cars there, cyclists become the pedestrians' bogeymen. Second point: Banning motor vehicles from any road in New York City encourages deterioration of that road.

PAVING THE WAY

Roads in New York stay paved because of the enormous financial and political liability when motor vehicles have to navigate deep ruts and potholes. And because the hefty taxes on automobiles and gasoline have to be justified by some tangible return for the drivers.

Can't people on bicycles get hurt by potholes, too? Yes, but there are far fewer voters who are cyclists than motorists. And injuries are usually confined to fewer people than when

3,000 pounds of engine-powered steel bounce out of control at 30 or more miles an hour.

Don't cyclists pay taxes, too? Yes, but not nearly to the same punitive extent as car owners and drivers. Nor would you want to. Isn't road deterioration caused by automobiles? Yes, but cars are only one cause. Weather conditions, most especially concrete-cracking ice and flooding rains that undermine roadways are major causes too.

If you want to see what happens over time to an asphalt bikeway that's not maintained for automobiles, check out the bicycle path along Sheepshead Bay—the one that starts at Emmons Avenue and goes (or at least used to go 30 years ago) nearly as far as Kennedy Air port. What you'll find today are deep potholes; grass and weeds growing out of the pathway; an obstructive chain link fence; mud and hazardous sand drifts; and large pieces of ancient debris and broken glass.

THE NUMBERS GAME

Point three: There are more of "them" than there are of us. At his most successful political bike-ins, Komanoff is lucky to get a few hundred cyclists. But his demonstrations vex and sorely inconvenience at least thirty times as many motorists—as well as the same cops and park rangers whom I'd like to have on my side, or at least not pissed off at everyone on two wheels, if I'm ever in a bicycle accident or altercation.

There are over 20,000 taxi drivers alone, easily angered when bans against road usage or a demonstration cuts into their incomes. On the other hand, how many seriously committed cyclists are there? We're New York's leading cycling organization and there aren't more than a thousand of us. (Betsy Gotbaum has most assuredly figured that one out.)

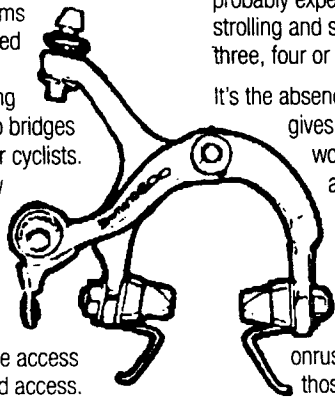
And don't expect any help from other parks-are-for-people people, like the New York Road Runners Club. Our so-called natural ally Fred Lebow tells the New York Times that a bicycle speed limit is "long overdue" and "worth trying." Clear the park completely of cars and you can be sure that Fred and his ingrates will energetically turn their attention to clearing the park completely of you.

All the taxi drivers, runners, skaters, and horse-drawn manure-spreaders outnumber us, outvote us, and if push comes to shove they can outdemonstrate us, too. So we shouldn't be pushing anybody off the road.

WHAT WE SHOULD DO

What we should continue to fight for is guaranteed, protected, but shared roadway access. Now, with all the city's bridge approaches facing the probability of reconfiguration for toll booths, we should be fighting especially hard for the guaranteed ability to safely use every bridge in and out of New York and its suburbs. We should seek narrow but protected lanes — lanes that allow us to use the bridges without taking too much away from motorists, whose needs and taxes and tolls caused the bridges to be built in the first place and keep them maintained today.

We should also call for more bicycle lanes on busy avenue streets, and insist that their protected status be enforced by the NYPD and Department of Traffic brownies. Unfortunately, before we can do that we'll have to fight just to hold our own in the parks. What a terrible dissipation of our energies at a terribly inopportune time! And all because, instead of being willing to share, some cyclists became road hogs.



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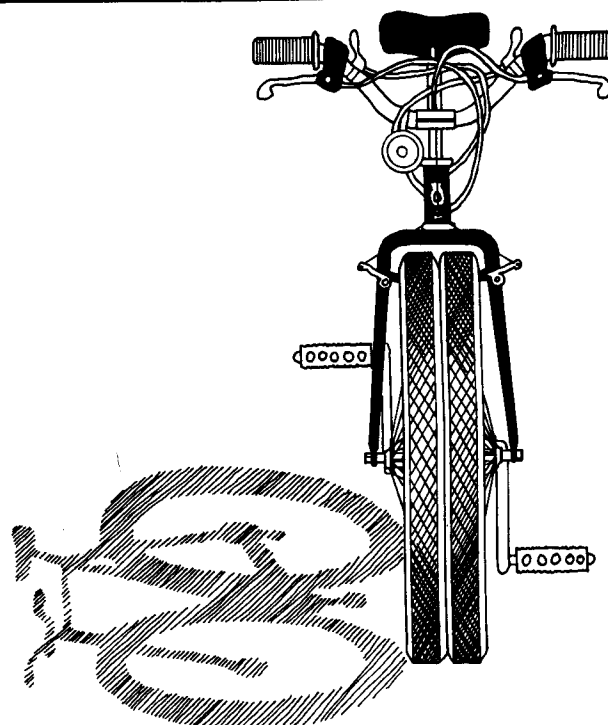
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Membership

Herb Dershowitz

To those of you who've renewed your 1992 memberships, thanks.
To those who haven't yet, please remember that regardless of when you
joined the Club, memberships run from January to January. Renew now for
the New Year.

New York Cycle Club

Membership Application

I know that bicycling is a potentially
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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**
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being known and appreciated by

me. Having read this waiver and
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ation of your accepting my applica-
tion, I for myself and anyone entitled
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release the **NYCC**, its Board of
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Signature:

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Signature:

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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.

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