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Susan Freireich
Norman Shleifer

6PM - Cocktails

6:45 - Dinner

7:45 - Program →

AUG. 1977

IN MEMORIAM

HENRY JASIK

Henry Jasik, a long-time and highly respected NYCC member, innovative bicycle experimenter, and considerate riding companion, died recently after undergoing major surgery.

The accompanying obituary, which originally appeared in the New York Times, gives a brief sketch of his accomplishments, but it cannot adequately describe his fine character and friendly manner which was so universally admired. His cycling companionship had enriched our own days on the road and at club meetings.

We sadly join his family in mourning the loss of their, and our, beloved Henry.

Henry Jasik, 58, of Westbury,
Specialist in Design of Antenna

Henry Jasik of 711 Oxford Street, Westbury, L.I., a specialist in the design of antennas and a vice president of Cutler-Hammer's AIL Division, died Monday following complications of recent surgery. He was 58 years old.

Mr. Jasik worked with the Civil Aeronautics Administration from 1939 to 1944 and previously had been associated with the Navy Department. While at the C.A.A., he worked in the Radio Development Section on radio aids to air navigation, including instrument-landing systems and VHF radio ranges. In 1944 to 1946, as an officer in the Navy, he worked on the development of airborne radar and communications antennas.

He received a Bachelor of Science degree from Newark College of Engineering in 1938 and his master's and doctorate degrees from Polytechnic Institute of Brooklyn in 1951 and 1953, respectively.

He was the editor of the "Antenna Engineering Handbook" and president of Jasik Laboratories in Westbury, L.I., a consulting antenna engineering organization that he founded. He designed the FM broadcast antenna that operated for many years at the Chrysler Building.

He is survived by his wife, Esther; two children, Harriet and Stephen, and two grandchildren.

NEXT MEETING - TUES. AUG 16

LION'S ROCK 316 E. 77 St.

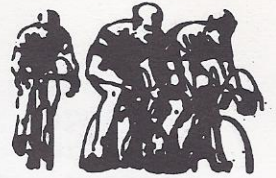
(Lex. Local to 77 St. Walk east 2 blocks)

HOW TO GET THERE FROM HERE -
AND WHAT MIGHT STAND IN YOUR WAY.

Pathfinder - "Maphead" Bill Hoffman



Rides For The Month



- Saturday - CANADIAN CONNECTION** 400 miles minimum in 3 days to Montreal, with possible option over 600 miles to Quebec in 5 days. "A+" series, Jim Rex as leader. More info (212) 381-7180.
13 Aug
- Saturday - "SUNY", PEPSI Co. CRUISER** 18 miles "C" Myrna Meyer, Leader. Meet 9:00 AM at Milkmaid Diner.
13 Aug
- Sunday - PRINCETON CENTURY/HALF CENTURY** patch ride, "A-B". LIBC joint event: cost of \$4.00 includes patch, refreshments, sag wagon. RON KAHN, leader. More info: (212) 786-4383.
14 Aug
- Sunday - CENTURY PREPARATION RIDE #2**, 75 in 9 "A" & "A-". Upright Irv leader. Meet 8:00 AM at G. Washington Bridge (178th St. & Ft. Washington Ave.) This time we stretch the distance to 75 miles at the same moderate pace which will qualify you for the L.A.W. Century patch in September.
14 Aug
- Saturday - WESTPONTER** 105 miles "A", Phil Giles - leader. Meet 8:30 AM at Grant's Tomb (122nd St. & Riverside Drive)
20 Aug
- Saturday - MINI-BIKE TRAIN #3**, and Polish Day Festival too. 50, 25, 15 miles choice rides in the Riverhead area, "B-C-D". Andy Galambos, leader of AYH joint ride.
20 Aug
- Embark at the Jamaica, Queens LIRR station for \$9.00 or reserve for \$6.00 at AYH 132 Spring St. in person or by mail. (Use self addressed stamped envelope) Bring lunch or money, bike lock, swim suit, fishing gear optional.
For reference, this ride expected to have the 18 June Strawberry Festival magnitude, where 186 cyclists turned up.
- Saturday - BIKE-BUS CONNECTION**, under 30 miles "B- & C+" Lorraine Gewirtz and Sherman Cohen Co-leaders. Meet in Manhattan for start 8:45 AM at 72nd St. & 5th Ave, and passing (pick up)
20 Aug
- 9:45 ,, Brooklyn Bridge of Manhattan side
10:00 ,, Brooklyn ,,
11:30 ,, must catch bus to cross Verrezano Bridge from 4th Ave & 95th St. (50¢ fare)
12:00 noon on Staten Island's Narrows Road South & Finger Board Road, continuing to the beach for picnic and swim. Bring lunch, bike lock, swim suit. Will return by Ferry (25¢).
- Sunday - RESERVOIR RAMBLE #2** to Croton & Amawalk, 80 miles at 16 mph "A" hilly ride. Bill Baumgarten, leader: 212-567-4628, participation limited to members who have rode it recently. Leaving from Bdwy & 178th St (G.W. Bridge) after your call for screening by the leader, who then will give you the time.
21 Aug
- Sunday - MAP READER** familiarization ride of 30-40 miles with hills, but at an easy pace and frequent stops "B-" & "C". Bill Hoffman and Mel Shleifer Co-leaders. Food STOP ALSO. This ride will be the follow up field experience of the Aug 16 club meeting discussions. Meet 9am Geo. Wash. Br. 178st & Ft. Wash. Av; 10am Woodlawn IRT Jerom Av. More info 914-NE67597; 212-6526176.
21 Aug

- Thursday - HEALTHY PEDAL PUSHER #2, 25 miles "C". Roger Bergman leader, 25 Aug with 3 Speed Jesse assisting. Meet 10:30 AM at 328 E. 66th Street for an easy paced trip to Staten Island with two walk up hills. Bring lunch for picnic on South Beach Boardwalk. More info: 212-879-0740.
- Saturday - CIDER MILL #2, 23 miles "C". Myrna Meyer, leader. Meet 9:00 27 Aug AM at Milkmaid Diner for a leisurely ride. Re-run of 11 Jun.
- Sunday - EASTERN LONG ISLANDER #4. to Orient Point, 85 miles "A". 28 Aug Jim Long, leader: 516-928-0619 request you to call not later than by 26 Aug. Friday for starting time and screening, which will commence at Miller Place Long Island after.
- Sunday - BEAR MOUNTAIN ROUND ABOUT 60-70 miles "A & B+". Harry Rutten 28 Aug leader. Leave 7:30 AM from Ramsey RR station N.J. Tour through backroads of Bergen and Rockland Counties, climbing with associated rewards. Bring lunch, Cafeteria is optional. Allow 3 hrs driving time from G.W. Bridge, direction as per Oct 24th 1976 ride. Ride will be cancelled at CBS weather report of 50% chance to rain. More info:201-327-7197.
- Saturday - Annual MONTREALER 3 days of riding; 175, 150, 80 miles each 3,4,5 Sep with a 400 total, "AA-", "A+" & "A". Bill Cooper, leader. More info: 212-596-9537.
- Saturday LABOR DAY WEEKEND at Tannanah Lake, N.Y. (Catskills) "A-B-C" 3,4,5 Sep See Bob Hertzfelder's article for details Page 4 of July 77 Club Bulletin.
- Saturday - BIKE-BOAT PICNIC under 30 miles c+. Lorraine Gewirtz, Sherman 10 Sep Cohen leaders. Leaving promptly 8:00 AM 72 St and Fifth Ave. Meet 8:45 on Brooklyn side of Brooklyn Bridge, continuing to Sheepshead Bay, Pier 10. Cruise thru Gateway National Park. Cost - \$4. Bikes secured at Private dock. After cruise, cycle on Shore Bikeway for Picnic lunch. Bring lock.
- Sunday - LAW CENTURY PATCH RIDE #3 of the build up series, 100 miles 11 Sep "A". Upright Irv Weisman, Leader. Meet 6:45 AM at G. Washington Bridge (178th St. & Fort Washington Ave.) and as always at a moderate pace, you can earn your long sought after Century patch in 12 hours. Bring energy snacks and water.

REGULAR RIDES - LEADERLESS

- | | |
|-------------------------------------|---|
| CENTRAL PARK | - 9:00 a.m. Sat. & Sun. from Boathouse |
| BEDFORD VILLAGE | - 9:15 ,, Sun. ,, Firehouse |
| WESTCHESTER | - 9:15 ,, Sat. ,, Milkmaid Diner |
| LONG ISLAND (Roslyn) | - 10:00 ,, Sat. & Sun. ,, I.U. Willets School parking lot |
| EASTERN LONG ISLAND (Bridgehampton) | - 10:00 ,, Sun. ,, Soporific Bike Shop Montauk Hwy (Rt. 27) |

AUG.

	73	74	75	76	77
AA	-	1	1	3	-
AA-	-	-	1	-	2
A+	-	-	1	-	2
A	1	4	5	3	10
B	1	3	7	12	8
C	1	2	4	2	7
D	-	-	1	1	1

AUG.

	73	74	75	76	77
Saturday	-	3	8	6	13
Sunday	3	5	10	14	13
Other	-	2	2	1	4

Supplementary data of Scheduled Rides

Send your SEPTEMBER RIDES to Bill Baumgarten 165 Seaman Ave. N.Y. 10034 or call 212-567-4628 before the August Club Meeting, as he'll be filling in for vacationing Jim Rex who's family are non-cyclists to help.

RIDE RATING

Several factors enter into proper consideration but occasionally some of us tend to over look a few of them. I would like to recycle the subject in some detail to serve as a reminder if not familiarization altogether.

DISTANCE the easiest part to compute by sheer numerical reasoning and logic. 25 miles are half as hard to complete as 50, and that is half of the 100, which in turn half of 200 etc. Looks simple but it's not so. Because after a metric century or about 65 miles even a racer's stamina is taxed to a level of diminishing return, after which doubling one's effort will not yield double results, and by tripling the same will be more pronounced. As some Long Island "Animals" have confirmed this to me already last year that was backed by some aerobic fitness information of medical sources since.

SPEED rated of miles per hour, an other simple proposition, but let's see. A runner on foot can manage 8-12 mph even on long distances that equals some of our class "C" rides. Hence the greatest improvements are attained in one season by these riders, which really serves as a period of learning safety and bike handling and familiarity with roads and other members. When a rider moves "up" the next category to class "B" where he again will turn into practically a beginner with his so far 12 mph pace but twice the accustomed distance in some cases, while others may do the same at 16 mph. That's a difference of 4 miles every hour for such rider; a sum 33% faster for the slower "B", or 25% slower for the faster "B" if they plan to stay together. At midpoint of a 60 miles ride they maybe 12 miles apart otherwise, and maybe 25 by the time some has finished it. Which leaves the beginner "B" rider with one class "C" ride behind and one more to go to complete same.

Same proposition is in effect for those who move up to next grade to become "A" riders, by the same an "A" rider will be a beginner at starting out on his first double Century, and a few who will even dare the triple. We all have this much in common. Even what a beginner means is relative..... Depending on what it's compared to. If I could just do 350 in 24 hrs (instead of 26 $\frac{1}{2}$) I would again become some beginner.

There is more corelation between speed and distance than what meets the eye. USCF member racing clubs will not permit differnt classes to compete in the same event without a calculated handy caps, and on a parallel basis AYH will request qualifications as prerequisite for 50 mile rides or bigger. We as adult members of our club do not shove hard rules on any one, but recomend and use wider margins of tolerances when warranted. Some members occasionally tend to forget that.... But as a club we still serve in that function.

LOCATION means a lot to a rider. Fighting traffic just to stay alive will serve as very poor incentive for any rider, let alone a usually timid beginner. And when compensated by over confidence, that can be a killer. I went through both stages only to be hit by cars twice in two years. Those members who live in the city, where keeping a car can be more burdensome than useful are hardest hit of all. It could take 20 miles oneway just to get far enough where riding a bike can become a pleasant experience, certainly not a "C" ride by any chance. The biggest dropout crop comes from these members who will never gain the momentum necessary to overcome the endless number of stops at almost every corner, the debris, the cabbies, the irate drivers, and some times the ripoff artist lurking to take one's bike.

ENERGY comes harder from breathing polluted air, and even that is thwarted by the stop and go riding conditions. We all know cars rate less miles per gallon in city driving, and the human energy source to propel a bike is no different in that respect. Ask some midtown delivery boy who has to do it for a living. And that dry green stuff on the Central Park pavement that you have been mistaken for a lot of pollen is nothing else than pure unadulterated horse shit in dehydrated form. Inhale some of that stuff riding for hours, and learn how close you'll be willing to assimilate with animals. Get enough in your eyes and you wont even see what hit you at the gust of wind going down between skateboards.

This factor caused a major schism in the philosophy among the NYCC membership a few years back. One group couldn't see themselves going fast enough, while the other couldn't bear slowing down. Actually it boils down mainly to geographical problem that either serves or hinders the would be cyclist. Reflexes are conditioned to a great extent by environmental prerequisites, and if it's missing than the remaining alternatives. To ride 20 mph in the city is close to suicide, on a Riverhead ride you couldn't even see the lead group at such slow pace. But only because of a greater safety margin for practice and conditioning of the suburban dweller's convenience, while many of them would be scared stiff to ride half of what the city dweller has to put up with.

Just as we seen how relative the term beginner is, I'm near convinced of how fast one rides depends on where he lives.

One other thing also annoys me is getting more flat tires coming & going out of city limits than all my rides besides. Certainly tubulars are up against a glass wall when it's not in the suburbs.

As last note: there are more city dwellers riding in the suburbs then vica versa, which also holds true for car drivers. There is no great need to dwell on one's capacity to ride a bike if the comparison is not applicable on the same basis. The handy cap is real. Miles per hour do not tell the whole story while it may look more impressive on paper. Remember the fastest man alive USSR's Borzov who ran against the clock and held the record on 60 yrd dash, till he come up against a human from Bermuda who beat his record under the same conditions at same place they shared on the last olympics.

Those of you discouraged at coming in later than most: remember Eddie Arcero super Jockey who lost 179 consecutive races from where he could only go up, and retired winning many times more often than that. One doesn't have to set records to enjoy bike riding, it may just negate it. I only did it when a few years ago some one had doubt I ever was a junior champion. So last year I managed to close that case, by doing it with a Marathon performance that left no doubt any longer. Now I can enjoy cycling agen without any burden of proof. My goal now is to see others to reach some of their goals. And that much many of us "old timers" share in common. To tell you a secret; with lots of good cyclist around nowadays the fad is to play it low profile, not to give away one's extent of strenght let alone make big claims. The best cyclists are the most modest knowing everybody needs lots of room to keep if not save face altogether. Anything else means just another beginner.

Yours truly Jim Rex

The Prez Sez ...

CENTURY AND HALF-CENTURY RIDES

Due to some slips last month, my column did not appear, and the paper itself was delayed. As a result, several important club rides did not receive adequate publicity.

Eric and Gloria Carter's Staten Island Bike Train did go out, but with too few people for all the preparations involved. The Carters, good naturedly, are considering scheduling it again this fall. Gloria, by the way, is sporting a new bike with custom gearing - especially designed to tame the Staten Island hills. Needless to say, she loves those gears, and you would, too, if you ever get around to treating yourself right on the bike.

In my column, I made a pitch for the L.A.W. Half-Century Patch Ride (50 in 6), scheduled for July 31. As I have indicated several times before, if you want to enjoy bicycle touring with our club, with other touring clubs, at rallies such as GEAR, etc., you should be able to ride 50 miles without difficulty. Seventy-five miles is even better for us, because so many of us in NYC have to ride several miles to the various ports of exit, such as the Geo. Washington Bridge, Staten Island ferry, or PATH to Newark.

So, for those club members who want to expand their cycling horizons from their present modest capabilities, we planned a series of rides which began with the July 31 Half-Century Ride, followed by a 75 in 9 ride on Aug. 14, and topped off with a Century Ride in 12 hours on Sept. 11 during the L.A.W. Century month.

The usual impression of a century ride is that it is a frantic race to complete the distance as quickly as possible just short of cardiac arrest. Such devotion to masochism is not really necessary for the enjoyment of the basic accomplishment. You can save such exquisite pain for next year, after you first learn this year that you can, indeed, ride 100 miles. For this season, set yourself the goal of riding greater distances than you have ever done before. Sensible pacing insures riding for longer times. Low gears help to prevent the hills from draining your energy prematurely. And riding with your fellow club members will give you the encouragement to keep riding even when somewhat tired.

Since my routes have twists and turns, and I don't have the time to prepare maps, we will ride as a group at my 12 miles per hour touring pace. (Bill Baumgarten's 15 mph "moderate" pace would probably finish me off in 2-3 hours.) The overall average speed will be slightly more than 8 mph. This pace is intended to encourage newcomers and easy riders to try out for these rides. (But if you haven't ridden 50 miles recently, please do not try for the 75 in 9, it will be too much for you.) The Sept. 11 Century will be in two loops of 50 miles each, starting and ending near the Geo. Washington Bridge. That will give late season starters a second chance to ride a Half-Century. We will be riding in NJ, so there will be some hills, but I am attempting to minimize the number we have to tackle. Bring energy snacks, water and some lunch. But also bring money because we will have to buy additional food and drink on the road. (I drank 3 quarts of orange juice on a 50 mile ride in July.) Details on the rides in the Ride Sched.

L.A.W. patches (optional) for the Century and Half-Century cost \$1 for L.A.W. members and \$2 for non-members. The modest profits help the L.A.W. (League of American Wheelmen) in its work for cycling and cyclists. The League is worthy of your support and membership, so patch yourself up.

EXPERIMENTAL WEEKEND IN WESTERN NEW JERSEY

In addition to this series of "achievement" rides, I want to alert you to a weekend ride which Al Goldberg and Chuck Loper are working on. On Sept. 17, we plan to take an 8AM Amtrak train to Trenton, NJ (arrive 9AM), and then ride thru the NJ countryside to and around New Hope. The group will stay over at a hotel (arrangements now being explored) and then cycle back 70 miles to New York thru scenic countryside, using Goethal's Bridge and the Staten Island ferry to get back to Manhattan. (Se why it is helpful to be able to ride longer distances?)

The first time that this trip is attempted, the number of participants will be limited to 10 riders. If you are interested in going, please write to Chuck Loper, let him know of your interest and also what long distance rides you were on this season. (I have asked for this last item of information since I have found that actual riding experience is more important for long distance riding than is excited enthusiasm.) If there are car owners who want to join in the cycling and the overnight, we will explore that aspect, too. I would like to have the help of one of the car owners to help co-ordinate that group.

STEVE FAUST OF AYH BIKE COMMITTEE SCORES COUP FOR BICYCLISTS

A formal proposal for bicycle access across the Verrazano Bridge was recently made back in November, 1976 in a paper prepared by Steven Faust, a Bike Committe member, AYH Life member and a Graduate Student at Harvard University's Department of City and Regional Planning. His paper, titled, "A Bicycle/ Pedestrian Path for the Verrazano-Narrows Bridge: A Demand and Feasibility Study", was sent to various city, state, and federal government officials. It was well received and followed up intensely by Steve Faust.

"We are delighted to provide this service for we feel it will improve the accessibility of the many fine recreational areas throughout the city, especially the 3 units of the Gateway National Park in Brooklyn, Queens and Staten Island."

Three older model buses that have been modified to equip the rear half of the vehicle with racks for 12 bikes will be used in the service. Each will have seats for 20 passengers. These buses will be marked "Special" and designated, "S-7 Verrazano Bridge Bicycle Shuttle."

BIKE-BUS SHUTTLE SET FOR VERRAZANO BRIDGE

From a news release issued June 10th, 1977 by the New York City Transit Authority.

Shuttle bus service will be provided every half hour for a ten-hour period on Saturdays, Sundays and designated holidays for the regular fare of 50 cents.

As part of its effort to make recreational areas throughout the City more accessible to a growing number of bicyclists, the Transit Authority will start a special non-stop shuttle for cyclists and their bicycles across the Verrazano-Narrows Bridge on a trial basis starting Saturday, June 18th.

The shuttle buses will leave Narrows Road South and Finger Board Road on Staten Island on the hour and half-hour from 8 AM to 6 PM and from Fourth Avenue and 95th St. in Brooklyn at half-hour intervals between 8:30 AM and 6:30 PM.

"This special shuttle service has been planned to accomodate the many long-distance cyclists in greater New York who are prohibited from riding or walking their bicycles across the Verrazano-Narrows Bridge," Harold L. Fisher, Chairman of the Metropolitan Transportation Authority, said.

Bicyclists must board buses at the two designated arrival and departure stops. They will not be permitted to board or alight at any other stop. Also, transfers and Add-A-Ride tickets will not be honored on the shuttle buses.

* * * * *

This is an experimental program which deserves our support. Why not use it, and even consider scheduling a club ride using the bridge?

REPORTS FROM THE FIELD

While in the Rockies attending the L.A.W. Convention and the pre-convention tour, I learned a new way to breathe while climbing moderate and steep hills at those higher elevations. My automatic breathing pattern simply did not work well enough. I had to inhale as deeply as possible, and then exhale forcefully and completely in order to use all of my lung capacity. Since the humidity in Colorado is quite low, I also experienced a drying of my throat and mouth when I breathed thru my mouth. You lose water by evaporation without realizing that you are doing so. Therefore, I breathed thru my nose. But it is more difficult to breathe large volumes of air thru a long thin nose than thru a big mouth; so I had my difficulties.

I had figured beforehand that I would need gears even lower than my 28.5", and I was so right! But I was unable to get the small chainring which I needed in order to achieve the 22" which I wanted, so I "suffered" with the 28.5". Many of the other tour members had still higher gears; they are now looking into changes which they can make to ease the work of climbing hills.

While in Colorado, we met Willie Yee, MD, a former member of NYCC and owner and operator of Dr. Willie's Psychotherapy and Trucking Service. He led some rides at the L.A.W. Convention, and stored my bike for several days in his Crash Room for Wandering Cyclists. He is racing his head off out there, in a helmet of course, and enjoying Colorado immensely, despite the heat which we experienced. When asked when he plans to return to NYC, he replied, "When they give it back to the Indians - in the same condition in which they got it!"

Good luck, Willie. And try to keep cool in those hot races.

John McGee, a new and adventurous club member, cycle-camped his way thru New England into Canada. He is using very low gearing - an idea he picked up from a certain member of the club - and wrote to tell me how glad he was to have them. Maybe he'll have a slide show for us when he returns. (He got his 48-36 chainrings, steel, from Bicycle Renaissance on Columbus Ave. bet. 83 and 84 Sts., I believe.)

Hugh Rubin, formerly of 3 speed fame, rode to Washington, DC with a pannier loaded bike. Fortunately, no expansion joints got him this time. We'll soon be able to learn of his adventures.

Eric Klavis, a member during 1976, went off on a one year tour of the U.S. last Sept. He should be coming home soon with sketches and paintings. He trundled off with a Bugger loaded with his stuff, and, of course, fairly low gears. Fortunately, I got to him before the 45" is all you'll ever need crowd got to him. He found many long steep hills in nearby PA and in several other states. But he has been feeding his soul on the many sights he's seen and the good experiences he's had. I'm hopeful that we can hear from him when he returns.

Maxim Vickers is cycling in Britain for a period of about nine weeks. I expect that we'll get to see some of those sights after he returns.

On the subject of European travel, I'm vaguely thinking of cycling in Britain next year, but have not yet decided whether to go with a tour or to plan my own trip. One of the cyclists whom I met on my Wisconsin tour in '75 is dreaming of joining me. Anyone else in our club who would like to ride in Britain next year? Maybe we can arrange a club trip, or join with a British group thru the CTC of Britain. Let me know if you are interested.

CLUB JERSEYS

At the last club meeting, in July, the club membership decided in favor of the jersey which Tycoon Bill showed us. It is the same one which was demonstrated at the June meeting. It will be printed on the back with our club name - in the format used on this newsletter - by our former editor and silk screen mayven, Les Bercow. The jersey is made of a golden yellow acrylic with a nice soft feel to it. Sizes are: X-small, Small, Medium, Large, and X-large. Something for everyone. From my measurements, the Med. corresponds to a men's size 38, and the Large to a men's size 40; both with a relatively loose fit. Since the jersey is easily stretchable, you can choose on the small size to get a snug, muscle (or other anatomic structure) revealing fit, or a larger size for a looser fit to hide your flab.

We can now have our cycling identities displayed to the world. Come prepared to pick yours up at the next few meetings. (There will be try-ons available for checking the size you need.)

By the way, the police can read. So remember, any running of stop signs or red lights, or going up one way streets, or crossing the northern roadway of the Geo. Washington Bridge, or other infractions of proper riding behavior will now bring shame not only on your head, but on the club as well. So be nice, be courteous, ride right. Let your riding style be a good example to other cyclists and to motorists.

TECHNICAL COMMENTS

At the last club meeting we had some nice discussions on two new items which may be of interest to you. The Shimano Uni-Glide chain was discussed. This chain has its outer plates bowed outward somewhat so that they in effect "reach" for the sprocket teeth of the next larger sprocket to which you may be shifting. This reach facilitates the shift to such an extent that the usual shifting pattern of "overshifting" and then backing off" in order to make a quick and noise-free shift is no longer necessary. It is merely necessary to shift until the chain wraps up on the next sprocket, and voila, it is all lined up with no further adjustments of the derailleur being necessary. I, and several other riders, find this to be a smooth working chain which simplifies shifting. Try this for your next chain.

The AVOCET saddle was the other item which drew a great deal of interest and approval. It comes in both Men's and Women's models, in Touring and Racing versions, and in three different price ranges.

The major design feature of the Touring Avocet saddle is the padding used at the point of bone contact with the saddle. It is reputed to give a much more comfortable ride than most other saddles, and it will slowly conform to your very own bottom topography. The so-called Women's saddle might more properly be called a Wide saddle. I prefer it to the Men's saddle because of its wider rear section.

If you have been plagued by painful saddles and are considering doing something about it, you should give the Avocet saddle serious consideration. It has passed the user test with several of our members; even I find it preferable to the harder plastic or leather saddles or the Cool Gear Seat which has a rounded top which I find uncomfortable. (The new Women's Cool Gear Seat may be better for me, but I have not had a chance to use it yet.)

The Avocet does not have bag loops; but now that you will be getting the new jersey, with pockets in the back, you can shove everything into those pockets and not even bother with a saddle bag. I will continue to use my saddle bag - it can carry more stuff and provide me with an excuse for not riding so fast.

The Pedal Pusher, at 328 E. 66 St. (225-5633) may have some in stock. Check it.

FROM THE VEEP'S DESK

Where were you when the lights went out? Now there is a subject for lively discussion at a future meeting.

Speaking of future meetings, here are some coming attractions to put in your biking schedule. In August we will be treated to a very interesting discussion on the subject of mapping and map reading by Bill Hoffman who is secretary and area vice-president of the League of American Wheelmen and Mel Schleifer who is our circulation manager. On the Sunday following this meeting Bill and Mel will lead a ride making use of your new found knowledge of mapping. This is a new subject not previously discussed at meetings in the past; and is a must particularly for the newer members.

On the Labor Day Weekend (Friday, Sept. 2nd through Monday, Sept. 5th) the New York Cycle Club will have its annual get-together at the Tennenah Lake Shore Lodge in Roscoe, NY. This is beautiful cycling country in the heart of the Catskill Mountains; and the lodge is situated on the shores of Tennenah Lake. There is boating and swimming to refresh yourselves after your bike rides. The lodge also has a new indoor pool and sauna bath.

The rate for the entire weekend is \$75.00 per person double occupancy, and \$83.00 for single occupancy. This package price includes room and 8 meals (Starting with breakfast on Saturday and ending with lunch on Monday. There will be bag lunches on Saturday and Sunday). Also included is transportation for your self and your bike up the long hill from Roscoe for those of you who feel that the hill is too much. Also included is the 7 per-cent tax and gratuities.

Reservations are limited to 50 and will be on a first come first serve basis. Please send all reservations through me rather than directly to the lodge. Make checks payable to the New York Cycle Club. Let's have a good turn out; and get those reservations in early. There will be a cut-off deadline of August 16th, the date of our August meeting. My address is on the front page of the bulletin. If you have any questions you may reach me at home most every evening after 7 PM.

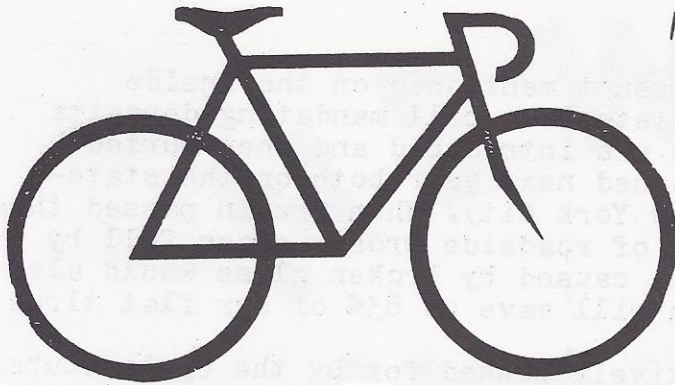
Our September 20th meeting will be one of those high-lights you cannot afford to miss. Joe Randel, our ace photographer will present one of his superb shows. If you have never seen one of Joe's slide or movie shows you are in for a treat.

Last but not least is the SCOR '77 weekend running from Friday, Sept. 30 through Sunday, October 2nd at the Tennenah Lake Shore Lodge. There will be more about this in the next bulletin.

Let us know if you would like another country weekend on Columbus Day weekend, October 7th through 10th at Pakatakan Lodge in Arkville, NY.

Once again, a reminder --- Get those reservations for Labor Day in to me as soon as possible.

Bob Herzfelder



From Country Cycle Club Newsletter

LEGISLATIVE ALERT

Please write to your Representative in Congress and to your U.S. Senators. Urge them, in the strongest possible terms, to contact Rep. Pete McClosky or Sen. Alan Cranston (both of California) and to support the following proposal. Rep. McClosky and Sen. Cranston are interested in the proposal and will introduce it as a bill if it gets some publicity.

PROPOSED FEDERAL CYCLIST ANTI-DISCRIMINATION STATUTE

Drafted by: John Forester, 782 Allen Court, Palo Alto, CA 94303
Member, League of American Wheelmen National Facilities Committee
Cycling Traffic Engineer, Calif. Assoc. of Bicycling Organizations
Author of EFFECTIVE CYCLING, and CYCLING TRAFFIC ENGINEERING HANDBOOK

1. The intent of Congress in enacting this statute is to prevent discrimination against persons riding bicycles upon highways that is caused by inadequate highway standards.
2. No Federal funds for highway construction, maintenance or operation shall be expended upon highways, excepting controlled access highways, upon which cyclists are not permitted to operate with all the rights and subject to all the duties of drivers of vehicles. No federal funds shall be expended for construction, maintenance, or operation of controlled access highways from which cyclists are prohibited unless either: a) there is a reasonable alternate cycling route between the points served; or b) cyclists are permitted to use the shoulder and access ramps with the rights and duties of drivers of vehicles; or c) in the case of toll facilities there is a reasonable service of carriage of cyclists with their bicycles at a toll not to exceed 1.5 times the individual passenger toll or 1 times the automobile toll.
3. If the Federal Highway Administration issues highway standards or recommendations concerning bicycle use, such standards or recommendations shall cover design and maintenance of roadways suitable for cyclist operation with all the rights and subject to all the duties of drivers of vehicles; and may also cover supplementary bicycle facilities such as bicycle lanes and bicycle paths for the optional use of cyclists.
4. If the National Highway Traffic Safety Administration issues standards or recommendations concerning bicycle use, such standards or recommendations shall cover cyclist operation with all the rights and subject to all the duties of drivers of vehicles, to which such other recommendations may be added as may be deemed suitable.

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ALSO TELL YOUR REPRESENTATIVE AND YOUR SENATORS THAT YOU OPPOSE ANY REDUCTION OF THE AIR QUALITY STANDARDS IN THE CLEAN AIR ACT AND THAT YOU SUPPORT STRICT EMISSION STANDARDS FOR NEW CARS. It will do us little good to assure our rights to ride on the road if we cannot breathe the air!

EDITOR'S DESK

Another legislative initiative that wasn't mentioned on the inside but which should be of interest to cyclists is a bill mandating deposits on beverage containers. This bill which was introduced and then buried in the legislature this year will be pushed next year both on the state-wide level and on the local level in New York City. When Oregon passed this same bill several years ago, the amount of roadside broken glass fell by 85%. That means the number of flat tires caused by broken glass would also have fallen 85%. I'm sure any law which will save us 85% of our flat tires has our interest.

In Delaware this type of bill was actively pushed for by the cycle clubs. Here last year the clubs were unfortunately quiet. Next year we will have another chance which we can not allow to pass.

NEW YORK CYCLE CLUB

c/o M. Shleifer

POB 1081

Mount Vernon, NY 10551

FIRST

CLASS