

August
1981

NEW YORK CYCLE CLUB

Serving New York City since 1937

AUGUST, 1981

PUBLISHED BY
NEW YORK CYCLE CLUB, Inc.
P.O. Box 877
Brooklyn, N.Y. 11202

PRESIDENT
Jim Rex, Sr.
20-44 23rd St.
Astoria, N.Y. 11105
278-5562

V.P. PROGRAMS
Sara Flowers
111-50 76th Rd. #4L
Forest Hills, N.Y. 11375
544-9168

V.P. RIDES
Bob Friedman
200 W. 79th St. #8L
New York, N.Y. 10024
724-4246

SECRETARY
Irene Walter
47-12 45th St.
Woodside, N.Y. 11377
937-2637

TREASURER
Ken Abramson
37-32 75th St.
Jackson Hgts, N.Y. 11372
672-9555

EDITOR
Chris Mailing
324 E. 82nd St. #3C
New York, N.Y. 10028
879-6199

MEMBERSHIP DIRECTOR
Martha Ramos
75 Henry St. #16G
Brooklyn, N.Y. 11201
358-9142

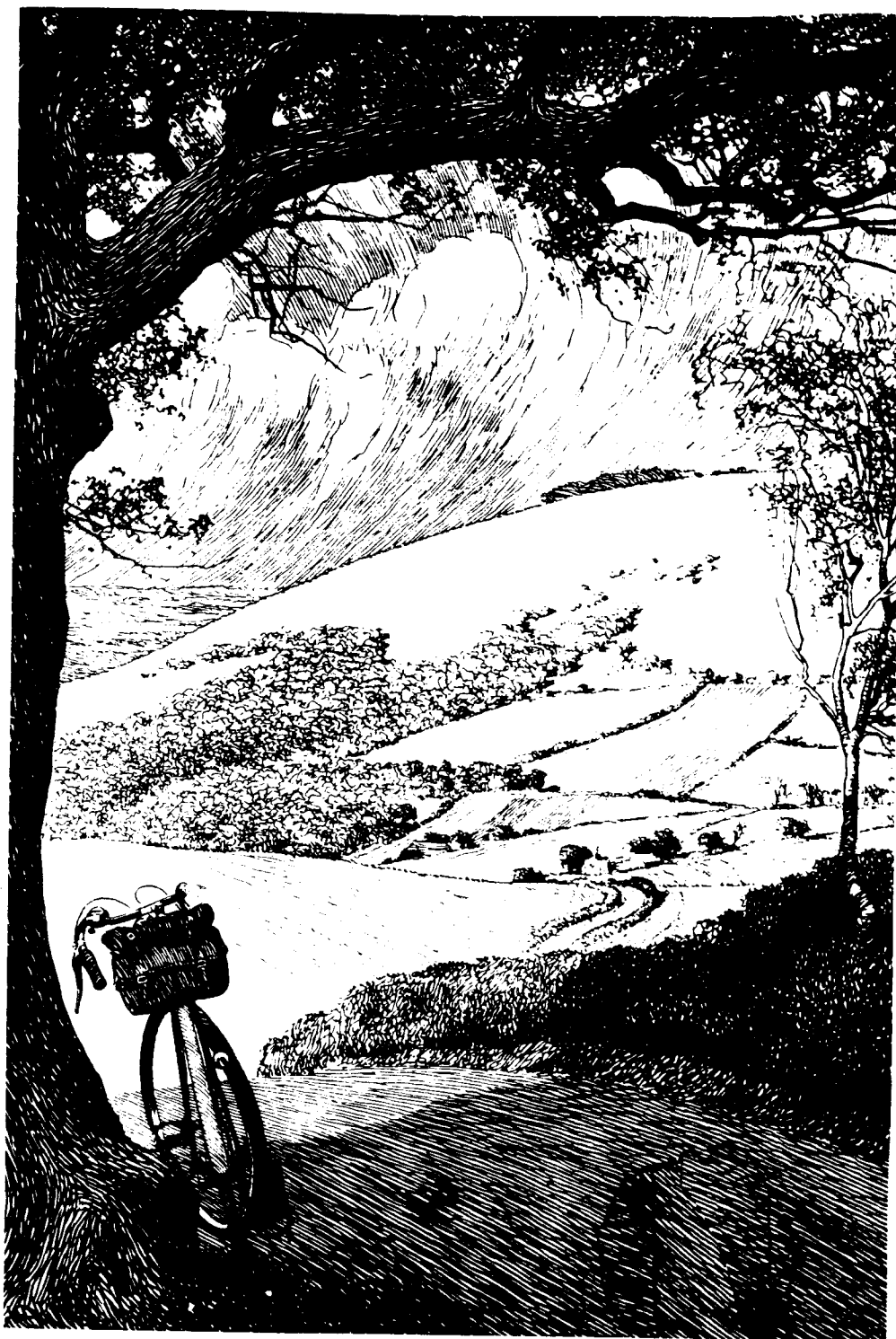
CIRCULATION MANAGER
Alice St. Andrea
43 Fifth Ave. #1D
New York, N.Y. 10003
777-4664

"A" RIDES COORDINATOR
Barbara Silverstein
139 E. 33rd St. #8N
New York, N.Y. 10016
685-2714

"B" RIDES COORDINATOR
Dave Miller
410 E. 75th St. #1C
New York, N.Y. 10021
794-9365

"C" RIDES COORDINATOR
Phyllis Lehmann
621 Carroll St.
Brooklyn, N.Y. 11215
636-6037

PAST PRESIDENT
Bill Cooper
183 Wyckoff St.
Brooklyn, N.Y. 11217
596-9537



Ride Listings

GUIDELINES FOR CLUB RIDERS

NYCC rides are intended to be friendly group rides; we don't like to "drop" or lose anyone. Riders whose personal or bicycle condition seems inadequate for the ride are to be turned back by the leader. Our leaders are truly reluctant to do this, so please cooperate with them:

- 1) Select rides within your capabilities--avoid downgrading the ride for your fellow riders and stressing yourself "trying to keep up"; or, conversely, demanding a faster pace than advertised.
- 2) Be on time or a bit early. Rides will leave promptly.
- 3) Have your bike in good condition: both brakes working, properly inflated tires, adjusted derailleurs, no loose parts.
- 4) Eat a good breakfast; bring water, snacks, spare tube, patch kit, pump; and lights for dark.

RIDE AND RIDER CLASSIFICATIONS

(See, also, the detailed classification graph in the Feb 1981 Bulletin)

	Riding pace
A+: ANIMALS: Anything goes. Eat up the roads, hills and all.	17+ mph
A: SPORTS(WO)MEN: Vigorous riding over hill and dale. High regard for good riding style. Can take care of themselves anywhere. Stops every two hours or so.	14-17 mph
B: TOURISTS: Moderate to brisk riding along scenic roads, including hills; destination not so important. Stops every hour or two.	11-14 mph
C: SIGHTSEERS: Leisurely to moderate riding. Destination oriented: nature, historical, cultural. Stops every half to one hour.	8-11 mph
D: BEGINNERS: Very leisurely sightseeing. Discovering the bike and their bodies; training up to C. Frequent stopping and regrouping. Do not believe reports about mere mortals riding 100 miles or more in only one day.	Less than 8 mph

Saturdays August 1, 8, 15, 22, 29 and Sunday August 16th.

LEADERLESS RIDES. Approximately 50-100 miles - 'A'. Meet 8:15 AM at the Central Park Boathouse. Destination to be decided by the riders who show up.

Saturday August 1st.

VEGETABLE RIDE #1. 65 miles - 'B-'. Join Marsha Taggart at 8:45 AM for a 9:00 AM departure, at 85th Street and Riverside Drive, for a ride to her vegetable garden in Mahwah, N.J. Possible produce available. Bring lunch or money for it. Return via Southeast Passage. Terrain - fairly flat. Info: 724-6336.

Saturday August 1st

BEACH BLANKET BINGO SPECIAL. 35 miles - 'C'. Terrain - flat with one moderate hill. Meet your leader Phyllis Lehman by the arch at Brooklyn's Grand Army Plaza at 10:00 AM (Manhattanites may take the 7th Ave. IRT, #2 or #3 train), for a "cool" ride (also "neat" and "keen") through Prospect Park and down the Ocean Parkway bike path to Annette and Frankie's favorite hangout -- DA BEACH! First we'll lunch along Sheepshead Bay, then cross the footpath for a swim at Manhattan Beach (sorry, no surfing), returning via the Coney Island boardwalk to Ocean Parkway and back to our starting point by 5:00 PM. Bring swim gear, a lock and lunch money along with your spare tube, patch kit, pump and water bottle. For more information call Phyllis at 636-6037.

Sunday August 2nd

WESTPORT, CONN. 120 miles - 'A'. Terrain - moderately hilly. Meet Gloria Lasoff at 7:15 AM at the Central Park Boathouse for a ride to Westport, Conn. Breakfast at the "infamous" Neptune Restaurant in White Plains. Return via Rte. 1 through Darien and Cos Cob. For further information call 348-2407 or 383-1786 between 9 and 5.

Sunday August 2nd

DIX HILLS. 70 miles - 'B-'. Meet Martha Ramos at 8:30 AM at Hillside Ave. in Queens, take the 'F' train to the last stop. Cancelled if forecast is for rain. For additional information call 858-9142.

Wednesday Evenings August 5, 12, 19 and 26TH.

STAY IN SHAPE RIDES. 30 miles - 'B'. Meet Art Guterding at 7:00 PM at the Central Park Boathouse for five quickly paced loops.

Saturday August 8th

VEGETABLE RIDE #2. 65 miles - 'B-'. Terrain - rolling. Meet Marsha Taggart at 8:45 for a 9:00 AM departure at 85th Street and Riverside Drive for a ride to her vegetable garden in Mahwah, N.J. Possible produce available. The ride will go to Chestnut Ridge for viewing and lunching(bring or buy it). Info:724-6336

Saturday August 8th

GREAT NECK BREAK FOR C RIDERS. 35 - 40 miles - 'C'. The ride will take 4 - 5 hours, over mostly flat Queens terrain with a few sharp hills. Ed and Sara Flowers are the co-leaders. Ride leaves at 10:00 AM at 111-50 76th Road, Forest Hills(in front of their apt. house). Take the 'E' train to 75th Road stop to the starting point. An interesting mix of Queens urban and North Shore riding. ED and Sara, 544-9168.

Sunday August 9th

BEAR MOUNTAIN CENTURY. 100 miles - 'A'. Meet at 6:00 AM at the Central Park Boathouse or at 6:40 AM at the Broadway Bridge(on Broadway, between Manhattan and the Bronx), for a ride to Bear Mountain to see the National Championship Road Races. The trip will go up the N.Y. side of the Hudson and return on the N.J. side. There will be one food stop on the way up and one on the way back. The races will last 4-6 hours, so be prepared to spend the entire day. Estimated riding time - 7 hours. Terrain - hilly. **Leader - Bob Friedman(724-4246)**.

Sunday August 9th

REPENTENT SINNERS RIDE #3. 75 miles - 'B'. Leader - "Upright" Irv. Meet 8:00 AM at the G. Washington Bridge Bus Terminal, Fort Washington Ave. and W. 178th St.(Take "A" train to 175th St.). We'll follow the club's 50 mile marked route with some additional twists, turns and climbs through N.J. suburbia. If you can't keep up with Irv, follow the marked route to the lunch stop(at 1:30PM) in Wood Dale Park. Bring lunch or buy it in the deli in Park Ridge. Return to the G.W. Bridge by 4:30 PM. Ride not suitable for class C riders. Info: L02-7298.

Sunday August 9th and Saturday August 29th

DIAL A 'C' RIDE, an experimental new service for our C riders. It seems that many of our regular C ride leaders are wisely booking out of the city this month on vacations, leaving a few unsightly gaps in the ride schedule. However, Martha Ramos has come to the rescue with a new idea - those who wish to ride on either of these dates should call Martha at 858-9142 on the evening before the proposed ride(i.e., Sat eve. Aug. 8 or Fri eve. Aug 28). If enough people call Martha will lead the ride - but anyone who calls and fails to show up the next morning will be in BIG TROUBLE! Possible trips include Fort Lee, Staten Island Beaches, Rockaway Beach, City Island/Orchard Beach, etc. Call Martha for details.

Saturday and Sunday August 15th and 16th

DELAWARE WATER GAP RIDE. 275 miles - 'A+'. Leader - Chris Mailing. This is the original Delaware Water Gap Ride - accept no imitations! (e.g., the July 18th and 19th trip to the Old Mine Youth Hostel). Meet at 6:00 AM on Saturday morning for a hilly(though not as hilly as last year) 140 mile ride to Greenwood Lakes and Port Jervis, and then south along the Delaware River Valley to overnight at the Holiday Inn in Marshalls Creek, Pa. Sunday's ride is fairly flat, continuing south along the river to Washington's Crossing, and then return to New York via Princeton and Staten Island. The ride is open to NYCC members who contact Chris on or before the August 11th club meeting. Participants will be informed of the meeting place at that time. Call Chris at 879-6199 for further information.

Saturday August 15th

NORTH SHORE TO BAYVILLE. 45 miles - 'B+'. Riding time - 3-4 hours at a moderate pace, with some hills. Co-leaders Art Guterding and Ed Flowers. Meet at I.U. Willetts School Parking Lot at 9:30 AM for a 10:00 AM departure. Beautiful riding over rolling countryside to Bayville, a North Shore beach resort. Art 861-6224; Ed 344-9168.

Sunday August 16th

ROCKLAND LAKE, LAKE DE FOREST AND LAKE TAPPAN RAMBLE. 75 miles - 'B+'. Meet David Miller at 8:30 AM at the Central Park Boathouse for a very scenic ride around and over three or four lakes in northern N.J. and Rockland County. We will ride on the bike paths through Tallman Mountain and Nyack State Parks, then around Rockland Lake and on to the lunch stop at Congers Lake. We should be back to the C.P. Boathouse by 6:00 PM. We will have the challenge of climbing some very steep hills, so be prepared with your low gears. There are food stops along the way, but please bring your own lunch. For additional information call Dave Miller - home 794-9365; work 886-2000.

Sunday August 16th

BROOKLYN RAMBLE. 16-20 miles - 'D'. Terrain - flat. Meet your leader Mike Antanis on the City Hall steps at 9:00 AM for a ride over the Brooklyn Bridge (if its fixed) to Shore Parkway beneath the Verrazano Bridge by way of Prospect Park (sounds like a lot, but it's all very leisurely and sociable). Meet new friends and have a grand old time - bring a camera for some great pics if you like, along with your lunch or lunch money, spare tube patch kit, pump and water bottle.

Saturday August 22nd

PORT WASHINGTON, LONG ISLAND'S NORTH SHORE. 60 miles - 'B'. The pace will be 12 mph, with some hills. Leader - Barbara Bates. Meet at 59th Street and Fifth Ave. (Manhattan) at 8:00 AM for a prompt departure at 8:15 AM. Our first stop will be Hempstead Harbor Beach Park for lunch followed by a ride around the Port Washington Cape, Sands Point, Leeds Pond Preserve and Whitney Pond Park. Bring lunch or purchase it along the way (there is also a refreshment stand at Hempstead Harbor Beach).

Saturday August 22nd

SCARSDALE QUICKIE. 40 miles - 'C'. Terrain - slightly rolling. Meet your leader Marsha Taggart at the corner of 85th Street and Riverside Drive (Manhattan) at 8:15 AM for a prompt 8:30 AM departure. Snack at Scarsdale and return to the point of departure by 2:00 PM at the latest. For further information call Marsha at 724-6336.

Sunday August 23rd

WEST POINT CENTURY. 110 miles - 'A'. Terrain - moderately hilly. Meet Barbara Silverstein at the Central Park Boathouse at 7:30 AM for a ride up Rte. 9 to the Bear Mountain Bridge and then Rte. 9W to West Point. Return on scenic Seven Lakes Drive. Three food stops.

Sunday August 23rd

WAVEHILL AND RIVERDALE RIDE (change from Aug. 22 in the rides previews). 45 miles - 'C'. Terrain - some hills. Meet Martha Ramos at 10:00 AM at 72nd Street and Central Park West in Manhattan. Bring money for admission (\$1.00). Cancelled if rain is forecast. For further information call Martha at 858-9142.

Sunday August 30th

NEW HOPE CENTURY. 120 miles - 'A/A-'. Meet your leader Steve Bauman at 6:30 AM at City Hall in Manhattan for a ride to one of the most picturesque towns in the east. All riders must bring 80¢ in change for the PATH and money for emergency transportation and lunch. You must complete the ride in twelve hours and have your current AYH pass to earn a patch. For further information call Steve at 359-7972. Joint-AYH.

Sunday August 30th

WATCHUNG MOUNTAINS and EAGLE ROCK RESERVATION. 80 miles - 'B'. Leader - "Unright" Irv. Meet 7:30 AM at the Coliseum (Broadway and 60th St.) or 8:15 AM at the World Trade Center PATH terminal for the 8:28 train to Newark (40¢ fare). Ride West into the Watchung hills, around the wildlife refuge (no visit this trip) to Basking Ridge where we'll have lunch in an Italian style restaurant. Then northeast to Eagle Rock Reservation (with a climb you'll long
(continued on next page)

remember!) for another lunch and a panoramic view of N.Y.C. Return to the G.W. Bridge via suburban N.J. and the Fort Lee hills. This route is suprisingly rural in some sections, but is still in the developmental stage. Not suitable for class C riders. Info: L02-7298.

Sunday August 30th

INSOMNIAC RIDE. 'C' - 40 miles of moderate terrain to Wolf's Pond Park. Meet Ken Abramson at 2:30 AM(Sunday morning) at Roosevelt Island Tramway Plaza, 2nd Ave. and 59th St. in Manhattan. Who cares(except bicycle theives) what your doing out on your bike at 3:00 in the morning. Wait! Your leader Ken Abramson cares. He is employing all his considerable resources to provide you with a new moon, ferry ride, and companionship with the High Rollers Bike Club and AYH. He'll even throw in a sunrise. Bring swim apparel, lock, and food or money for it, and 25¢ for the ferry. D'ont forget your front white light and rear red light. If you really have chronic insomnia, Ken's dynamic personality might just be the cure. For more information call Ken at 672-9555.

Ride Previews

<u>DATE</u>	<u>RIDE</u>	<u>LEADER</u>	<u>CLASS</u>	<u>MILES</u>	<u>START POINT</u>
Sept.	LAW Century Month				
Sept. 5-7th	Montreal Ride	Bauman	A+	375	NYC
Sept. 13th	Bear Mountain Century	Lubaszka	A/A-	100	NYC
Sept. 13th	Great Bergen County Century, Half and Quarter Century	BTCNJ	ABC	25-100	NJ
Sept. 20th	Hi Point 100	AYH-LAW	ABC	Var.	LI
Oct. 4th	All Club Ride	NYCC	ABC	Var.	NYC
Oct. 4th	World's Fair Ride	Antanis	C	25	NYC
Oct. 10-12th	Capitol Run	Bauman	A+	250	NYC
Nov. 1st	Bike East River	Antanis	D	15	NYC
Nov. 8th	No Flats Please, Trip	Antanis	C	18-32	NYC
Nov. 11th	Monumental Ride	Bahensky	C	15	NYC
Nov. 14th	B'klyn Bridge to Narrows Bridge	Bahensky	C	30	NYC-B'klyn

August Club Meeting Program

SAFETY FOR CYCLISTS

Touring, commuting, or racing.....regardless of the type of riding, we must consider safety as a priority. Even obeying all the rules and taking all the 'normal' precautions are not always sufficient. We are forced to ride defensively and deal with motorists who simply do not see us; maneuver over pocked streets and past 'killer' manhole covers; dodge heedless pedestrians; and avoid fellow cyclists.

Carole Chavanne, the Bicycle Coordinator for the City Department of Transportation, will help us logically consider this sobering problem. She will tell us what her office is currently up to; show us films and slides made for TV and other safety programs; discuss accident data and trends (she is presently involved in an analysis of fatalities in New York for the past five years); and help us develop a positive safety outlook for personal and group riding.

Please join us at Artemis Restaurant, 76 Duane Street and Broadway on August 11 (Tuesday) Drinks at 6 and dinner at 7.

Sara S. Flowers, Programs

BILL BAUMGARTEN: IN MEMORIAM

Bill Baumgarten, leader of many rides into northern Westchester, rides with us no more. He was struck down on a Friday afternoon in June by a truck, travelling in the opposite direction, which made a left turn into him.

He had joined the NYCC about five years ago, deciding to reduce his jogging activities in favor of bicycling. As part of his contribution to the Club's activities, he planned some early spring training rides along Riverside Drive in order to give beginners an opportunity to negotiate mildly rolling terrain and moderate city traffic. Personal affairs prevented him from continuing this program. Some of our early Club questionnaires benefitted from his professional expertise, and most recently he was gathering data for our Rides and Rider Classification program.

Bill had been an outdoor person for many years. Aside from his jogging, he was also an avid skier. His skiing took him repeatedly into Vermont, and many years later he used his knowledge of the roads into Vermont to join a Vermont Bicycle Tour (VBT) by cycling up to the meeting place in Stowe - over a hundred miles per day for three days. The next five days were happily spent exploring northern Vermont on his VBT tour.

We will miss Bill as a riding companion and as a ride leader in that important class between the "B" rides and the much more vigorous "A" rides. We will also miss his keen observations at Club meetings where his voice was raised from time to time to challenge some well intentioned but ill-advised recommendations, or to share his expertise for effective cycling wear, equipment, riding technique, or exercise program.

Bill is survived by his widow, Arlene.

The Board of Directors proposes to memorialize Bill and his rides by dedicating to his memory an annual Club ride in the upper Westchester County which he loved so much. Some of his friends and neighbors are collecting donations for a tree to be planted in his memory in a park near his home; Sara Flowers has more information, and can be reached at 544-9168.

July Board of Directors Meeting

SUMMARY OF MINUTES (UNAPPROVED):

1. The Board approved the purchase of 20 medals so that each member of the winning Pepsi Marathon group would receive a medal.
2. Barbara Silverstein suggested listing NYCC's rides, meetings, and post office box address in the new magazine, Sportswise.
3. The Board discussed the delay in receiving the July bulletin. The importance of timely mailings of the bulletin was discussed and stressed.
4. The fatal accident of Bill Baumgarten and a memorial to Bill were discussed.
 - a. Bill Cooper reported that tenants in Bill's apartment house plan to plant a tree in a nearby park, and would welcome NYCC's participation. An announcement for contributions will be made at the next general membership meeting.
 - b. The Board approved the naming of an all-Club ride for Bill.
 - c. A letter of condolence from the Club will be sent to Bill's widow.
5. Ken Abramson said that a dues increase is not contemplated as necessary this year.
6. Irv Weisman led a discussion on the self-classifying ride.
7. As a result of a discussion on Rides work, the Board reorganized and made the following appointments:
 - a. Bob Friedman as Vice President-Rides.
 - b. Barbara Silverstein as "A" Rides Coordinator.
 - c. Dave Miller as "B" Rides Coordinator.
8. The next meeting will be held Tuesday, August 4, 1981.

Copies of complete, approved minutes are available from Irene Walter.

Membership Update

Club membership stands at 216 for 1981. The following members joined since mid-June:

Douglas Blackburn	342 E.62nd St. #8L	New York, NY	10021	888-8048
William Boyde	1764 Bedford Ave.	Brooklyn, NY	11225	
Craig Brooks	829 Ninth Ave. #4C	New York, NY	10019	977-4366
Maggie Clark	1795 Riverside Dr.	New York, NY	10034	
Fred Danishefsky	2552 E.7th St. #5E	Brooklyn, NY	11235	332-8750
Debi Dickman	144 E.22nd St. #4C	New York, NY	10010	254-5894
Gerry P. Doan	330 W.45th St. #8L	New York, NY	10016	245-8220
Lin Ehrlich	Box 134 Cooper Sta.	New York, NY	10003	737-3887
Maurice Friend	262 Central Pk.West	New York, NY	10024	
Lee Gelobter	2686 Ocean Ave.	Brooklyn, NY	11229	646-7037
Neal Gifford	184-51 Hovenden Rd.	Jamaica, NY	11432	523-3083
Nancy Jarrin	829 Ninth Ave. #4C	New York, NY	10019	977-4366
Larry Katy	2525 W.2nd St.	Brooklyn, NY	11223	336-7474
Irving Kleiman	110 Riverside Dr.	New York, NY	10029	724-7840
Dan David Levy	451 W.46th St.	New York, NY	10036	
Ben Martinez	514 48th St. #2	Brooklyn, NY	11220	
Brian McCabe	7855 Boulevard East	North Bergen, NJ	07047	
Eric A. Mehler	9 Stuyvesant Oval	New York, NY	10009	477-0546
Ivy Mora	350 W.88th St. #602	New York, NY	10024	724-6100
Milton Morse	1 Horizon Rd. #1404	Fort Lee, NJ	07024	
Nina Morse	1 Horizon Rd. #1404	Fort Lee, NJ	07024	
Jeff Peck	41-17 48th St. #2R	Long Isl City, NY	11104	478-5652
Harvey Regen	80 Winthrop St.	Brooklyn, NY	11225	856-1655
James Schultz	515 E.83rd St. #3B	New York, NY	10028	988-0318
Vincent Strautmanis	69 Greene St.	New York, NY	10012	925-8566
Toga Bike Shop	229 Avenue "B"	New York, NY	10009	777-5332
Vickie Vanoska	559 W.186th St. #3R	New York, NY	10033	781-4213
Ned Viseltear	419 E.57th St.	New York, NY	10022	753-4340
Joe Weiss	79-25 W.2nd St.	Brooklyn, NY	11223	380-5841
Michael Weiss	559 W.186th St. #3R	New York, NY	10033	781-4213
Barbara Wood	91 Van Cortlandt W.	Bronx, NY	10463	749-6016

Cycling Shorts

Jim Conske of the Onondaga Cycling Club is holding a 600 km (373 mile) time trial in Syracuse on August 15 and 16 in preparation for the Paris-Brest-Paris event. Participants who complete the distance within 40 hours receive a medal. For further information call Jim Rex at 278-5562.

The employees of the United Nations have formed a club called U.N. Bicyclists. They welcome any interested cyclists. For information call Chuck Albert at 754-6444.

I, David Miller, am now "B" Rides Coordinator. I will be on vacation riding my bike on the Register's Annual Great Bike Ride Across Iowa IX (RAGBRAI IX) from July 25th through August 7th. If you have any rides for September, 1981, will you please mail them to me. I and the Club will be overjoyed with a deluge of "B" rides for the L.A.W. September Century Month. If you can lead an "A", "A-", "B+", "B", "B-" 75 mile, "B", "B-" metric century or 50 mile, or "C" 25 mile ride, please do so, and send the ride write up to the proper ride coordinator. The ride results will be sent in to the L.A.W. Bulletin. Patches will be awarded to everyone who completes a ride within the allotted time. The cost of patches will be borne by each rider (\$1.00 to \$1.50). Thank you.

--- David C. Miller



L.A.W. BULLETIN

LEAGUE OF AMERICAN WHEELMEN

SPRING 1981

Train dogs not to chase you!

WALTER K. EZELL, Editor

We bicyclists *train* dogs to chase us.

But if we understand the theories of behavior modification used by psychologists and animal trainers, we can reverse the process and train dogs to shut up and leave us alone.

And believe it or not, the process usually takes less than 30 seconds! I've tried it many times in my own experience, and it almost always works.

Here's how behavior modification works: The creature you're training must be reinforced when performing the desired action; it will tend to repeat the action under appropriate circumstances as a result of this reinforcement.

Example: Rover rolls over; you praise him and give him a treat. That's what the behaviorists call positive reinforcement.

Example: You have Rover on a leash. He tries to run into the street. You hold the leash firmly and it chokes his neck. When he comes back toward you the choking stops. That's called negative reinforcement because he feels better when he stops performing an undesired behavior. (Some people use the term "negative reinforcement" as synonymous with punishment, but that is incorrect usage. As B.F. Skinner says in *About Behaviorism*, "A negative reinforcer strengthens any behavior that reduces or terminates it: when we take off a shoe that is pinching, the reduction in pressure is negatively reinforcing, and we are more likely to do so again when a shoe pinches." p. 46)

What does a dog want when he barks and chases us? Presumably he wants us to leave. (Though Skinner would call any interpretation of the dog's "intent" heretical "mentalism.") And what do most of us do when the dog barks and chases us? We leave—thus reinforcing the dog's aggressive actions. We are actually training the dog to chase us!

Now reverse this process. As soon as the dog shows signs of aggression, slow down, stop, and if the barking continues, move towards the animal. Sooner or later the dog will pause to catch his breath. Reinforce this desired silent behavior by giving the dog what "reinforces" him. Start to leave. The instant he starts to chase or bark, stop again, and turn toward the dog. Repeat this process, and you may find to your amazement the dog will finally shut up and stand

still while you pedal peacefully away!

You will no doubt bring your own style and predilections to this basic scenario, but as long as you understand the theory behind it, you can apply it to a variety of situations.

Some dogs may have been so thoroughly trained to chase by those who have gone before you, you may have to reinforce quiet barking rather than silence, but the theory is still the same.

Keep in mind that the direst danger from a dog is always the sudden spill, not the bite on the leg. If you swerve into traffic or off the road or run over the dog or catch a pump in the spokes while trying to defend yourself, the consequences could be fatal. A dog bite can be serious, but is seldom fatal. So the risks in slowing down and even stopping are far less than the risks of trying to outrun a dog—unless of course you have a head start.

And of course when you stop you have the option of keeping the bike between

you and the dog.

But don't hang around indefinitely. I know a woman who dismounted, put the bike between herself and the dog, but was still bitten. After two or three minutes of dancing around in the road (Swing your bike and do-si-do) the dog finally got around the bike and sank its teeth into the poor woman's ankle. She'd forgotten the key phrase in the old instructions, "Dismount, keep the bike between you and the dog, and walk away."

The behaviorist approach involves intermittent movement and stopping, but at some point—fairly quickly—you *must* respond to some perhaps random (but in your view desirable) change in the dog's behavior—however minute that change—and start to leave. If you just stay there in "his territory" in spite of all he does, you're not teaching him anything; you're probably just arousing further his aggressive instincts.

Everyone has pet theories about dealing with dogs. Use anything that works for you as long as it isn't dangerous (pump wielding is dangerous).

But keep in mind this behaviorist approach and see if it doesn't work for you.

George Bush on bicycles in China

Cycling in China has made news recently as it inspired New York City's mayor to push for more cycling in his city. And an exciting series of American Youth Hostels bicycle tours in China began early in 1981. (An article on the first such tour will appear this summer in *American Wheelmen*.)

Six years ago, when Vice President George Bush was head of the U.S. liaison office in Peking, he was interviewed by John Dowlin of the Philadelphia Bicycle Coalition. The interview still makes interesting reading today.

Dowlin: As Pennsylvania and other states are considering bicycle registration, could you explain why bikes are registered in China?

Bush: Bikes are registered in China, much as automobiles are registered in the U.S. They are the principal means of transportation; each cycle carries a license plate, and each cyclist carries a registration card. Though one hears little of theft, I am sure the reason for registration is to readily identify a misplaced cycle or a cycle involved in an accident.

Dowlin: To what extent do the Chinese appreciate their bicycles as optimum transportation? What importance is being assigned to the bicycle as their transportation develops? For example, will bicycles be accommodated on the new subway in Peking?

Bush: The Chinese fully appreciate their bikes and indeed they treat them as we would a car. They are washed; sometimes,

though not often, they are decorated. Often you'll see some little guy whose feet can't even reach the pedals out on what obviously is the borrowed family bike. I don't know if the subway will accommodate bikes. . . . The trains have baggage cars which transport bikes at very little cost.

Dowlin: As an American, how would you evaluate the quality of life in Peking? In terms of development, is a city of bicycles preferable to a city of cars? Obviously we think so, but do you?

Bush: Your last question is exceedingly difficult. Peking is flat; thus it lends itself to the heavy, no gear-shift cycles that are the mainstays of transportation here. In a way I wish I had brought an American bicycle to Peking to show it off in this country, but I must say the big, heavy, no nonsense bikes made here in China are very stable and good.

The more I think about our U.S. domestic transportation problems from this vantage point, the more I see an increased role for the bicycle in American life. I am convinced after riding bikes an enormous amount here in China, that it is a sensible, economical, clean form of transportation and makes enormous good sense.

*League of American Wheelmen 1981. Reproduction in whole or in part is limited to bicycle clubs affiliated with the League of American Wheelmen, and must include L.A.W. membership application. Any other reproduction in whole or in part without permission is prohibited.

L.A.W. Bulletin
Editor: Walter K. Ezell
Art Director: Mary Alice Bahier
P.O. Box 3142
Richmond, VA 23235

League of American Wheelmen
National Headquarters
P.O. Box 988
Baltimore, MD 21203

CYCLE NOUNS

Persons, places and things in the world of bicycling

Six cyclists, ranging in age from 62 to 75, are attempting to cross the U.S. in 10 days on a non-stop "Senior Citizen Coast to Coast Bicycle Relay" from San Diego to Washington D.C., departing May 31.

According to **Gordy Shields**, leader and originator of the effort, "There will be two riders on the road at all times day and night. Two motor homes and an automobile will provide escort and support."

After seven separate court appearances and two days of trial, **George Regula** was ruled innocent of reckless driving and disorderly conduct charges stemming from a traffic arrest. The trouble started when Regula, a bicycle commuter for the past eight years, was arrested after he refused to "keep his bike on the sidewalk until rush hour traffic let up" according to the *Cleveland Press*.

The disorderly conduct charge sprang out of an officer's charge that Regula "impeded the flow of traffic and was weaving." But at the trial, one of the arresting officers testified that Regula stayed in the same lane and was not impeding traffic.

The *Press* quoted Regula's attorney as stating, "I don't know why the other officer lied. The law does not even allow a person to be arrested for a minor misdemeanor. Bikers should not be subject to abuse."

Regula, also a recreational cyclist who wears a helmet and claims to ride in a straight line and stop for all lights, said he would resume cycle commuting when weather permits.

You've heard of bikeways, of course, but how about a "veloway"? A veloway is like a freeway for bicycles. It is completely separated from automobile traffic ("grade-separated," usually by elevation), with limited access entrances and exits similar to those of an expressway.

It's not a new idea. Proposals were advanced in the late 19th century, and **William F. Buckley** proposed one the length of Second Avenue (with various cross-town spurs) when he ran for mayor of New York in 1964.

As far as we know, no veloway has ever been built, but now a "West LA Veloway" is being proposed. Proponents say it "will be an elevated bikeway of about 12 feet wide, having a center line and protective barriers at the sides. It is designed to carry up to 10,000 commuters per hour. It will be an aesthetically pleasing, modern concrete structure, supported some 17 feet above the ground by graceful pillars spaced some 50 to 75 feet apart. Gently sloping entrances and exit ramps will permit bicyclists to enter and leave the Veloway at various points along its route. The Veloway will be lighted for night travel."

The three-mile Veloway would connect residential areas with the UCLA campus and a high school in West Los Angeles. For more information write to, Committee for the West LA Veloway, 306 Kerckhoff Hall, 308 Westwood Plaza, Los Angeles, CA 90024.

"You really ought to give Iowa a try."

—Meredith Willson, *The Music Man*

The L.A.W.'s annual convention will be in Ames, Iowa, this year, July 9-12, on the campus of Iowa State University.

The convention will include rides for cyclists of all abilities, workshops, exhibits, and the fun of meeting cyclists from all parts of the U.S.

Cost for registration, three nights' meals and lodging for an adult League member is \$76; non-members \$5 extra; costs lower for children 12 and under. A registration form was published on p. 21 of the March *American Wheelmen* magazine, and is also available by writing to L.A.W., Box 988, Baltimore, MD 21203.

The convention is hosted by four central Iowa bicycle clubs—Boone Bicycle Club, Des Moines Bicycle Club, Iowa Valley Bicycle Club, and Skunk River Cyclists.

With "Government and Bicycling" a theme of the convention, the hosts are endeavoring to involve all levels of government, from the U.S. Department of Transportation to the Ames Department of Parks and Recreation. Josh Lehman, a bicycle specialist with the

U.S. DOT, will be keynote speaker, and will also present sessions on the first bicycle tour of mainland China, which he rode as part of an American Youth Hostels group early this year.

Winning entries in the L.A.W.'s Photo Contest will be displayed at the convention. (Rules for the contest, open to League members, are published in the February, April and May issues of *American Wheelmen*. Deadline for entries is June 30.)

Those wishing to extend the convention season into a longer vacation will be interested in the Pre-Convention Tour July 4-9 and the Post Convention Tour July 12-19, averaging around 50 miles per day, with camping each night. For more information on the pre and post tours, write Ray Callahan, 1214 North 4th Street, Ames, Iowa 50010.

Last year's convention, the League's famed "Centennial Celebration," was a big hit with those who attended. This year's convention, in year 101 for the League, promises to be a lot of fun. Registration deadline is June 12, with a limit of 2000 people.

L.A.W. Directory: The secret is out!

One of the best-kept secrets in bicycling is the L.A.W. *Directory of Members and Services*.

But if you want to plan your own tour, meet cycling enthusiasts in a strange city, or mobilize cyclists to support bridge access or legislation, the *Directory* is a valuable resource.

Touring cyclists will be interested in the list of hospitality homes, touring information directors, clubs, state tourism offices, and ordering information for state, county and traffic volume maps for each state.

The "touring information director" is a volunteer L.A.W. officer in each state, who supplies routing information to fellow League members planning to travel through the state. Hospitality homes offer free sleeping space to their touring fellow cyclists.

With L.A.W. members in just about every town, it is possible to refer to the member-

ship list and inquire about local cycling conditions wherever you plan to travel in the U.S. League members are generally among the most knowledgeable cyclists in their area, and invariably friendly and eager to help fellow cyclists.

Bicycle activists have also found the *Directory* a valuable resource. Often it turns out that the foremost bicycle activist in a state is the League's state legislative representative (SLR), listed right in the *Directory*. By referring to the membership list (members are listed alphabetically within each state), the SLR can find cycling constituents to contact a key member of a legislative committee.

The *Directory*, issued each spring, also lists Effective Cycling instructors, area representatives, officers, directors, committee chairs, life members, industry supporting members, and L.A.W. by-laws.

LEAGUE OF AMERICAN WHEELMEN MEMBERSHIP APPLICATION

(Please print or type)

☐ New

☐ Renewal

NAME(S) _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

TELEPHONE _____

CHECK TYPE OF MEMBERSHIP DESIRED

☐ Sustaining Membership: \$35 ☐ Individual Membership: \$15 (Age 14 and up) ☐ Family Membership: \$20 (Two adults and unmarried children to age 21 living at same address.) ☐ Life Membership: \$250 (Installment: \$37.50 every 3 months) ☐ Public or School Library: \$10

Note: Foreign memberships \$3 additional

Members receive 12 issues of American Wheelmen magazine, Directory, membership card, patch, bike and window decals, plus discounts on books, League rallies, and classified ads.

☐ Please also list me as a Hospitality Home ☐ Please do not include my name when the League rents its mailing list to businesses providing services of interest to bicyclists.

Please find my additional contribution as indicated, to help the League's legislative efforts:

☐ \$50 ☐ \$25 ☐ \$ _____ ☐ \$15 ☐ \$10

Club supplying this application form The New York Cycle Club, Inc.

Enclose check or money order payable to:

LEAGUE OF AMERICAN WHEELMEN, P.O. Box 988, Baltimore, MD 21203

#4



1981 NATIONAL BICYCLE ROAD CHAMPIONSHIP

SCHEDULE OF EVENTS AT BEAR MOUNTAIN

- Monday, August 3 - Individual Time Trials - Senior and Junior Classes
Tuesday, August 4 - Individual Time Trials - All other classes
Wednesday, August 5 - Four Man Team Time Trial
Thursday, August 6 - No races (U.S.C.F. Annual Meeting at Bear Mtn. Inn)
Friday, August 7 - Road Races - Junior Women(36 mi), Int. Girls(24 mi),
Midget Boys and Girls(12 mi)
Saturday, August 8 - Road Races - Junior Men(72 mi), Veteran Men(48 mi),
Veteran Women(24 mi), Int. Boys(24 mi)
Sunday, August 9 - Road Races - Senior Men(108 mi), Senior Women(48 mi)

The Time Trial events will be held on Seven Lakes Drive, with the Start/Finish at Lake Sebago. The Road Races will be held on Palisades Interstate Parkway, Tiorati Brook Road and Seven Lakes Drive, an 11.77 mile course, starting at the Anthony Wayne Recreation Area on the P.I.P.

Letters

I, as the club, could use some clarification on a Query I had recently.

Sunday the 13th Steve Bauman was on a CBS-TV news spot. I called him to get a point straight on byc. lanes; in conversation he asked what class rider I was. He totally and unwavingly indicated to me that if I "had been an 'A' rider my bycing skills would have been better than a 'B' or 'C' rider."

I say to him, riders skills have nothing to do with the class rider you may be! I had an accident similar to what caused Connie Orentlichers, at the Pepsi Marathon, i.e. someone coming out of nowhere going the wrong direction & side swiping me. If I had been an 'A' rider I might have been going faster and wound up with a worse damage!

As per the newsletter I assume the classifications are for speed and endurance and not riding skills! I feel safer within NYC going at a slower pace not only for my own safety but that of the pedestrian that freezes in the middle of a byc lane.

Steve indicated if I run into a cart on 6th or seventh ave. in an island type byc lane that I would be in the right, this may have been true, but realistically I will not sacrifice my health & that of my bycs to run into it and report it et.al. I would rather go around it! The lanes are a unique safety area for them and there is no way anyone will keep them out! The manufacturers pay the fines & could not care less!

In some 20 odd years of using a byc for both transport & recreation, I have found that your 'A' type pack riding in any large city is irresponsible! Its harder to see pot holes and avoid at both faster speeds and in packs.

My body probably won't allow me to be an 'A' rider but my city and general bycing skills are equal to theres. And if not please clarify the classification riders other than speed dist. and type of country.

--- Eric B. Gertner

SCOR CATSKILL WHEELMEN, INC.

The bicycle club of Sullivan County, known as the Catskill Wheelmen, is again sponsoring the Sullivan County October Rally, "SCOR", on October 9-12, 1981. I am writing you now with the hope that you might be able to mention our rally in your next newsletter.

SCOR is our tenth attempt at an autumn bicycling event in the southern Catskill Mountains during our colorful fall foliage season. This year for the eighth time, the event will be centered at the Tennanah Lake Shore Lodge, a small summer resort hotel high in the hills above Roscoe, N.Y. Because of the size of the hotel, we limit our group to only 130 riders, with all activities starting and ending at the hotel.

Our rides will range from a very demanding Century that makes two climbs over 1000 feet each and consistently "rolls", to a short five miles. We ride all day Saturday, Sunday, and again on Monday morning. We will have helpful work shops and information-sharing meetings on all evenings, as well as social activities. The program of events will not be available before the rally.

The dates and prices are as follows: October 9, 10, 11 for \$64.00, or October 9, 10, 11, 12 for \$91.00. Children under 12 years of age will be charged \$49.00 or \$63.00 in the same room with parents. There is also a non-refundable registration charge of \$6.00 per LAW member, or \$10.00 for non-LAW member.

If you plan to come to SCOR '81 please complete the application form below and return it with your check made out to: CATSKILL WHEELMEN, INC. Your hotel fee is refundable until September 15th. Please send full amount.

Mail to: Robert J. Klein 21 Katrina Falls Rd., Rock Hill, NY 12775

"SCOR '81" Application

Name _____ # in group _____ LAW # _____

Address _____ Zip _____ Tel. # _____

() Oct. 9, 10, 11 - \$70 () Oct. 9, 10, 11, 12 - \$97 () Non-LAW - \$4

() LAW membership application & check enclosed.

I prefer to be housed with _____

LAW Application

Name _____ Tel. # _____

Address _____ Zip _____

Occupation _____ Bike Club _____

Names & ages of children _____

() Individual - \$15 () Family - \$20 Check made out to: LEAGUE OF AMERICAN WHEELMEN

APPLICATION FOR MEMBERSHIP IN THE NEW YORK CYCLE CLUB

As a N.Y.C.C. member, I accept full personal responsibility for obeying all traffic regulations and for my own safety on the road. I will hold the Club, it's officers and ride leaders blameless in case of accident.

NAME(S) _____ PHONE H. _____

B. _____

ADDRESS _____ APT. _____

CITY _____ STATE _____ ZIP _____

DATE _____ AMT. OF CHECK _____ NEW _____ RENEWAL _____

WHERE DID YOU HEAR OF N.Y.C.C.? _____

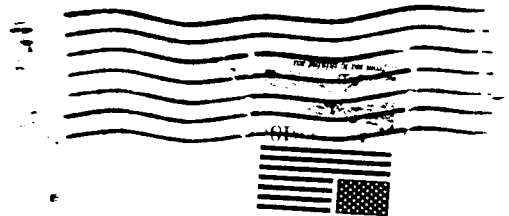
OTHER CYCLING CLUB MEMBERSHIPS _____

1981 membership dues are \$11.00 per individual, \$14.00 per couple residing at the same address and receiving only one newsletter. Mail this application, with your check, to:

The New York Cycle Club, Inc.
P.O. Box 877
Brooklyn, N.Y. 11202

New York Cycle Club, Inc.
c/o Alice St. Andrea
43 Fifth Ave. #1D
New York, N.Y. 10003

FIRST CLASS



Chris Mailing
324 E.82nd St. #3C
New York, NY 10028