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NEW YORK CYCLE CLUB

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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
80-24 45th Ave.
Elmhurst, N.Y. 11373
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
858-9142

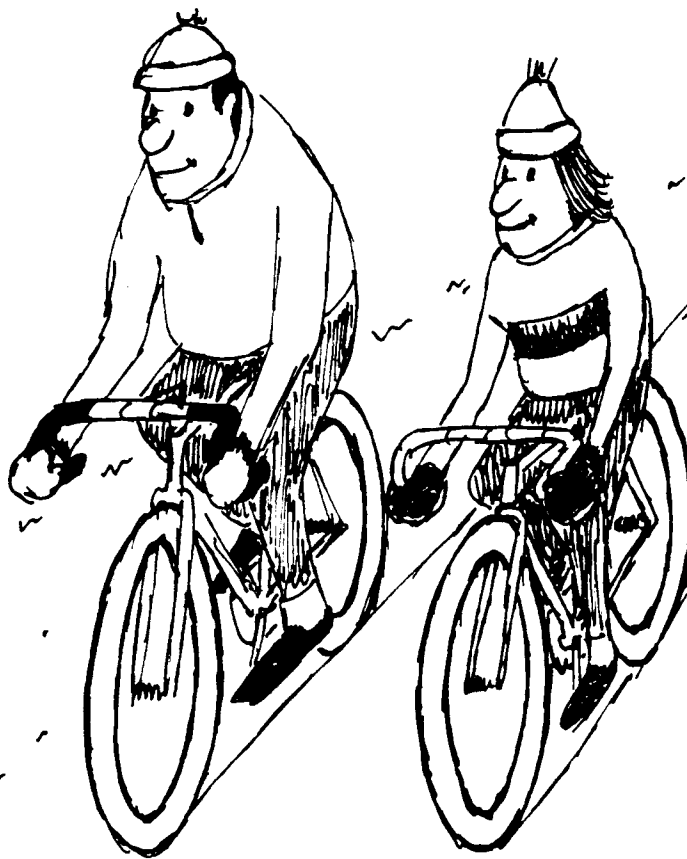
CIRCULATION MANAGER
Alice St. Andrea
43 Fifth Ave. #1D
New York, N.Y. 10003
777-4664

"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



WINTER PROGRAMS

TIME TRIALS and RACER-MATE "RESEARCH"

See Page 4

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)

A+: ANIMALS:	Anything goes. Eat up the roads, hills and all.	Riding pace 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 December 5th, 12th, 19th and 26th.

TIME TRIALS. "A/B/C/D" 10.2 miles. Leader: Gloria Lasoff. Meet 10:00AM in Central Park by Tavern on the Green (69th St. and C.P. West) for this four week series of time trials (see article on page 4). The course will be six laps around the southern loop of Central Park for a total of 10.2 miles. After everyone has completed their time trial, hang around because we will do some laps around the park or maybe some hill work on the 110th Street hill! For further information call Gloria at 348-2407.

Saturdays December 5th, 19th and Sundays December 6th and 20th.

DIAL-A-RIDE. "B/C" - 40 miles. If the temperature is above 40° and sunny or 45° and cloudy with no forecast of precipitation, no snow or ice on the road and winds not greater than 15mph in any direction, Marsha Taggart will lead a ride to Nyack or Scarsdale. Call 8:30-9:30AM the morning of the ride to make final plans. The ride will begin at 10:00AM at a place agreed upon by the riders. Tel: 724-6336

Sunday December 6th.

COLD SPRING HARBOR. "A-" - approximately 80 miles. Meet Richard Seltzer at the C.P. Boathouse at 8:15AM sharp for an apropos December ride to Cold Spring Harbor. If there's time, we'll throw in Great Neck for variety. More info: 568-2993 (before 10:00PM).

Sundays December 13th, 20th, 27th and January 3rd.

WINTERTIME ANTI - SLOTH SERIES. "A-" - approximately 60 miles. Remember how tough it was getting back in shape last March? This year don't let yourself get out of shape - ride all winter. Meet Ed Schweber at 10:00AM on each of the indicated Sundays at the C.P. Boathouse. Rides will follow direct routes and feature indoor lunch stops. If temperature is below freezing, winds are above 20mph or there is a threat of precipitation the ride may be cancelled. Call Ed at 567-2661 between 8:00 and 9:00AM the morning of the ride. Our destinations will be as follows:

(continued on next page)

December 13th - Armonk - Straight up Route 22
December 20th - Ossining - Straight up Route 9
December 27th - Syosset - Northern Blvd.
January 3rd - Somewhere around Nyack - Straight up Route 9W

Saturday December 19th.

MANHATTAN CIRCULAR. "C" - 30 miles. City explorer Ken Abramson invites you on a perimeter run of the fabulous Island. You will discover fabulous highlights along the shoreline, while never being too far away from a refuge from the cold. Meet at the Tramway Plaza (2nd Ave. and 59th St.) in Manhattan) at 9:00AM for a ride of 30 miles round trip. Bring lock, lunch or money for it. Info: 672-9555

Friday January 1st.

NEW YEARS DAY RIDE. "B/C/D" - 10-25 miles. Start the new year right by riding your bike. David Miller will lead a ride in Manhattan on New Years Day, if the temperature is above 30°, with winds less than 10mph and no rain or snow. Meet 12:00PM at the C.P. Boathouse. Call David at 794-9365.

December Club Meeting Program

The Fellowship of the Wheel

The Magic Month! And our fellowship of the wheel will conclude its year of road adventures with a celebration that looks back in a spirit of both fun and honor. Our king of the road, James One, will review the year for us. There will be awards. There will be music. There will be skits. We will meet together, whether we are hobbit, elf, dwarf, wizard, or mere human on the cycling road; we will share our 1981 adventures and look toward our next year.

Come to Middle Earth....Artemis REstaurant, 76 Duane Street (just off Broadway two blocks north of City Hall), at 6:00 PM Tuesday, December 8.

Sara Schell Flowers, Programs

November Board of Directors Meeting

SUMMARY OF MINUTES (UNAPPROVED):

1. The status of the balloting for 1982 Club Officers was discussed in detail.
2. Dave Miller suggested that all leaders on the All-Club rides be consulted on starting times to promote timely arrival at the common meeting point. Chris Mailing will address this when he assumes the Vice President of Rides office.
3. Irene Walter received, and will complete and mail:
 - a. A Pro Bike Directory questionnaire from Bicycle Federation for listing the Club in the 1982 Pro Bike Directory.
 - b. a League of American Wheelmen 1981 Club Census form.
4. The Board unanimously approved the motion to renew the Club's membership in the League of American Wheelmen and the American Youth Hostels.
5. The Board discussed Transportation Alternatives' legal defense fund, and decided that even though the Club is primarily engaged in recreational activities, the issue should be communicated to the members.
6. The December Board Meeting will include members of both 1981 and 1982 Boards, and will be held Tuesday, December 1, 1981.

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

DECEMBER TIME TRIALS

Do you need some motivation to ride through the winter? Would you like to see if you can improve your time for a marked distance? Maybe you would just like to get together with some club members to ride in Central Park. Whatever your reason might be, why not join us four (or even three, two or one) Saturday's in December for a time trial of ten miles.

We will meet by Tavern on the Green in Central Park (69th Street and Central Park West) at 10:00 a.m. on December 5, 12, 19 and 26.* Individual times will be recorded so you can compare how you do from week to week. Also, after everyone has completed their time trial we can all get together and do some riding in the park. If weather permits and everyone enjoyed December perhaps we will continue through January. Hope to see you on December 5th.

- Gloria Lasoff

* Time trials cancelled in case of rain or when temperature is 32 degrees or less.

THE N Y C C WINTER NUMBERS GAMES Irv Weisman

Ed & Sara Flowers, Richard Herbin & Hannah Holland, and Irv Weisman will be conducting indoor research this winter on rider aerobic performance, using Racer Mates, to obtain pulse measurements and maybe blood pressure readings as a function of cycling loads and other pertinent parameters.

Pulse rate numbers gathering was started by Irv this past summer after the participants on his Watchung Hills ride crested a long hill and were taking a welcome breather at a conveniently located cemetery. Fortunately, none of the riders had to rest there permanently, but some of the pulse rates made us wonder whether we were tempting fate. Ed, an avid number-cruncher in his own right, was inspired to get pulse measurements on his subsequent rides. Their initial observations are intriguing. The proposed winter research will, they believe, shed significant light on the riding performance characteristics of our touring cyclists.

You are invited to participate in this numbers game, regardless of your present class (A,B,C, or D) - with the Flowers in Queens (E or F trains), or with Richard, Hannah, and Irv in Manhattan (B'way IRT Local - 103 St.). Beginning in Dec., the latter group is planning to collect "numbers" every other Wed. night, from 7 to 9 PM. At each session, using the two available Racer Mates, they can check the performance of six riders as they sweat their way, for $\frac{1}{2}$ hour, over simulated hill and dale. Irv will be there with calculator, calibration charts, graph paper, pulse-measuring fingertips, and whatever else he can think of to lend "scientific" air to these sweaty proceedings. Bring cycling shorts, a towel for your shower, a change of dry underwear, etc.

The Flowers will be running an identical program with only one Racer Mate, but on every other Thurs. Call them (544-9168) for Queens participation; call Irv (LO2-7298) for Manhattan participation.

Besides being interesting, self-revelatory (but much cheaper than psycho-analysis), and part of a social evening with fellow club members, your participation will provide Ed and Irv with material to keep them busy during the winter months plotting graphs, recalculating the Ride and Rider Classification curves, and uncovering aspects of our physical responses to cycling of which we may not be aware as yet. How can you resist participation in the program? Call now, operators are standing by, etc., etc.

An Animals Day in the Country
(Ridgefield Fall Foliage Century)
by Maxim Vickers

The chattering alarm clock is silenced by a few randomly aimed slams. Bare feet shuffle over to the set and tune it to the weather. Sounds like the Gotterdammerung, but then this Sunday was looked forward to, what after a week of cooping up in the office and the Saturday chores, and the foliage peaks only once a year. Besides, there are now fenders on my touring bike, ha, ha!

So the morning tea is on high heat and feet shuffle about in socks and tights and tires get pinched for pressure and a few squeeks are expurgated with WD-40. The obligatory banana is dropped into the left jersey pocket and we clang down the stairs, my bike and I.

Outside, clouds maneuver in a gusty sky. At the boathouse Chris Mailing and Jim Boyd are exchanging high gearing tales. The crowds must have tuned into the same weather station and opted for discretion. We leave the park giddy with tailwind. This is not the time to worry about the impending retribution, and wind shifts have been known to occur... Anyway, there we are spinning up the Henry Hudson Parkway for a sneak preview of the reds, golds, and bronzes awaiting us in Westchester: the Fort Tryon Park is just beginning to turn.

At the Broadway Bridge we pick up Jerry Casely and proceed to the Ossining Diner over the well trodden Warburton-Broadway route. After leisurely gourmandizing on fresh fruit cocktails and other such breakfast tidbits we stretch up a few hills, then Chris banks a sharp right and suddenly we are roller-coasting a sinuous country lane enveloped in blazing autumn foliage. The Hudson, glimpsed from an unfamiliar angle, appears between the tree branches, the Palisades looming hazily over the white-capped water.

A steep dive, some brake assisted turns, a ramshackle bridge. The road is now switchbacking up to the Croton Dam: out of the saddle! pull! pull! pull! The dam is gigantic. We pause to ponder our pluck, then scurry across. On the other side is a hardpacked track meandering with the reservoir shore. Multicolored leaves drift down gently from the overhead canopy and rise in flurries with sporadic wind gusts.

We paceline Routes 100 and 116 past the sugar maples aflame in the graying sky, past the manses and steeples of the aging wooden towns: Somers, Purdys, the Salems, past the Croton and the Titicus, so very low on water. In Ridgefield we sit on the stoop of a country store gulping hot chicken soup, ogling the comely rosy-cheeked maidens all bundled up in boots and sweaters. It smells of winter.

The rain starts slowly. Raindrops bounce off the blacktop and muffle in the fallen leaves. Mill River Road and Kitchawan are wet, but the pace is maintained, slip-sliding through the turns, skimming up the nasty little bumps. The leaves are falling softly, mixed with rain. Routes 172 and 117 are a breeze. Our sins have been remitted for once, and the wind has actually shifted east, lifting us over the ridges. Route 448 requires effort, but once over the crest, we are rewarded with a pastoral tableau, complete with rolling meadows, fat herds and stone hedges, all trimmed in purple and gold.

In Tarrytown, the rain picks up. We sip apple juice under cover though eventually the truth has to be faced. Feet get soaked, but let me tell you about them fenders: dig that dry assed feeling! The Broadway Bridge is walked. A few more pushes bring us back to the Drive, and in no time we are peeling off for homes, shouting goodbyes.

Bare feet shuffle among discarded wet clothing on route to a hot shower. Food is simmering on the stove. Preliminary alcohol treatment (internal, naturally) has been performed, and more is contemplated. Bike is panting in the corner, shedding water. Another Sunday in the saddle had been a damn good one!

DR. MAURICE R. FRIEND

It is with deep regret that the New York Cycle Club learned of the death of long time member Dr. Maurice R. Friend. Dr. Friend, a noted child psychiatrist, died on August 5th, 1981. We extend our sympathies to his family, colleagues and fellow cyclists.



L.A.W. BULLETIN

LEAGUE OF AMERICAN WHEELMEN

FALL 1981

"Bottle Bills" mean cleaner roads for cyclists

RALPH HIRSCH,
National Legislative Director

"About two years ago I severely cut my hand on a broken bottle in the road," a cyclist writes from Arlington, Va. "I was trying to avoid both the glass and a bus, and lost my balance. Medical treatment was required, although there is no permanent damage."

And from Wichita, Kansas comes this account: "On our usual Saturday morning ride... a group from the club was heading north on Webb Road... more or less in single file, four or five feet from the curb and proceeding at approximately 17 or 18 miles per hour. The lead rider called out 'glass on the road' and swerved to the left, the next rider swerved left, the third rider touched the wheel of the second rider and crashed on his right shoulder, breaking his collar bone. I was the fourth rider, and in my effort

to avoid the downed rider, I stopped too quickly and went over head first, scratching my helmet and taking considerable skin off my shoulder, arm and knee and severely bruising one hand. The rest of the riders were able to avoid the mess."

For people who are not bicyclists, broken glass on the road is a nuisance, or an esthetic affront. For an occasional motorist, glass on the road may even cause a cut tire. But for the bicyclist, those sharp gleaming edges mean not only the expense and lost time from a slashed tire; they can bring serious injury or even death.

What can be done to keep the roads free of glass? In states with bottle deposit laws, the road is cleaner. Listen to these reports from two such states.

"We rode from the New Hampshire border to Portland [Maine], 67 miles. Close to the border there was a typical pile of trash, bottles and cans, all without the return

stickers on them. The further into Maine we went, the rarer such litter became."

And from Vermont: "The deposit law works for the bicyclist in two ways. One is that the user returns the bottle. The other is that, should the bottle get tossed away, someone else will pick it up for the deposit. Either way, the roads stay clean."

Many benefits

But aside from advantages to bicyclists there are lots of good reasons why a system of bottle deposits should be adopted. Here are some of them, as cited in an authoritative study published by the U.S. General Accounting Office in December 1980:

- **Jobs:** Employment increased in both Maine and Michigan as a result of the deposit law. About 626 jobs were estimated to have been added in Maine, 4,648 in Michigan (4,888 jobs created minus 240 jobs lost). For the entire U.S. the GAO estimated a net gain of about 66,000 jobs in the first year of implementation of a nationwide deposit law.

- **Raw materials:** There would be a significant reduction in the consumption of both iron ore (for steel cans) and bauxite (for aluminum cans). The total reduction in 1985 estimated by the GAO would be 1.4 million tons of iron ore and 2.3 million tons of bauxite.

- **Energy use:** The GAO study estimates that energy use in the beverage industry would be reduced about 33% by a deposit law (the estimate for 1985 is 351 trillion BTUs without the law, 234 trillion with the law).

- **Litter and waste:** A detailed study for Michigan showed an actual reduction, in the number of pieces of beverage container litter, of 85%. The reduction in total volume of solid waste is estimated to be about 6% in Maine and Michigan (another study estimated that this will save the state of Michigan \$17.3 million per year).

Let the Senators hear from you

Two identical bills to create a nationwide system of beverage container deposits for soft drinks and beer have been introduced

Ohio, N.C., Penn., to host rallies

Plans are already well under way for the 1982 L.A.W. Convention in Dayton, Ohio, July 1-5. Hosts are the Miami Valley Regional Bicycle Committee and Council, and the Dayton Cycling Club. Dayton is home of the reconstructed Wright Cycle Shop (of Wilbur and Orville Wright), Oregon Village (a delightful 19th century town) and the Air Force Museum. There will be dozens of workshops on such topics as wheelbuilding, legislation, tandeming, and touring.

Among the growing number of regional rallies, the L.A.W. Convention stands out as the only national gathering of bicyclists, with fun, friendship, lots of rides, and the chance to learn. Plus, there's the opportunity to link up with like-minded cyclists and strive for progressive changes that are needed in roads, laws, and education of cyclists and motorists.

If you like bicycling, good food, entertainment and a chance to meet with other bikies from around the country, Dayton, Ohio, is definitely "The Wright Place to Ride" July 1-5, 1982.

For more information about plans for the 1982 L.A.W. Convention, contact the MVRBC, 1980 Winters Bank Tower, Dayton, Ohio 45423.

In 1982 the L.A.W. will sponsor two Great Eastern Rallies (GEAR's), one in North Carolina and one in Pennsylvania.

GEARs, cosponsored by local clubs, offer rides, workshops, exhibits, and the chance to enjoy the company of hundreds of other enthusiastic cyclists. At their largest, the rallies sometimes have more than 2000 cyclists.

GEAR Down will take place June 10-13 at the University of North Carolina Charlotte campus, hosted by the Tarheel Cyclists and chaired by John Dunn, former chairman of the L.A.W. Club Committee. There will be rides through southern farmland, stops at old country stores, and a chance to pan for gold at a pre-1849 gold mine. For information and applications (available in early '81) write to GEAR Charlotte, Box 220912, Charlotte, NC 28222.

GEAR Up '82 will be held in the Great Cumberland Valley of central Pennsylvania, the scene of GEAR '72 and the 1976 L.A.W. Convention. It will be hosted by the Harrisburg Bicycle Club with Jim Kehew, former L.A.W. president, as chairman. The site will be Shippensburg State College, 35 miles southwest of Harrisburg, and the dates are June 4-6 (Friday through Sunday). Everything is there for a perfect cycling weekend with old and new friends—level, rolling and mountain roads, modern campus, and a variety of historic sights and scenery. Address for inquiries is GEAR Up '82, 413 Appletree Rd., Camp Hill, PA 17011.

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L.A.W. Bulletin
Editor: Walter K. Ezell
Art Director: Mary Alice Bahler

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

Effective Cycling courses produce expert riders

A growing number of "Effective Cycling" instructors are being certified throughout the U.S. The instructors give state of the art training to adult bicyclists with emphasis on safely sharing the road with other road users. There is also an intermediate level course for fifth to seventh graders and an elementary course for third graders.

The Effective Cycling texts put in systematic form what the most experienced cyclists already know—techniques for anticipating and avoiding situations likely to result in accidents. Frequently during the course the students ride on the road to practice what they learn.

This hands-on approach also applies to the maintenance sections of the course.

In a League-certified course, students are systematically exposed to all phases of cycling in a step-by-step fashion, beginning with the easiest maneuvers and maintenance operations and working towards the most advanced topics.

According to Bill Frey, chairman of the League's Effective Cycling Committee, "The organized approach to learning cycling skills greatly accelerates the process and in about two months develops cyclists who can join in any club ride of appropriate distance or can cycle-commute without any problems. Learning by self-study, solo riding, and informal instruction takes much longer."

Adult students are often surprised at how much they can learn on the subject. Many people, as children, were told by their parents they "know how to ride a bicycle" because they had learned to balance and steer. Often these same adults cautioned children to "watch out for cars" without telling how to ride in relation to the cars.

As Effective Cycling Instructor Paul Norris wrote in *American Wheelmen* magazine, "If that sort of thing were effective, I suppose I could prevent air crashes with some very simple instruction to pilots. I would just tell them, 'Watch out for the ground when you come down.'"

John Forester, author of the *Effective Cycling* texts and instructor's manual, has analyzed bicycle accident studies and statistics. The techniques he sets forth are designed to greatly reduce the likelihood of all statistically significant accident types. Emergency maneuvers are also included. Reasons are given for doing things a certain way.

As one of Bill Frey's students in Detroit stated, "I feel much more confident in traffic now that I know where I should be in relation to it. I'm surprised at how quickly my cycling technique improved."

Currently there are Effective Cycling instructors in 21 states. For a list of instructors, or information on how to become an instructor, write to the L.A.W., P.O. Box 988, Baltimore, MD 21203. Please enclose a self-addressed, stamped envelope.

The recommended course text, *Effective Cycling* by John Forester, is available for \$12 (California residents add 78c sales tax) by writing to Custom Cycle Fitments, 726 Madrone Ave., Sunnyvale, Calif. 94086. The new fourth edition was expected to be available in October 1981.

CYCLE NOUNS

Persons, places and things in the world of bicycling

A new name for the League? At its semi-annual meeting in July, the L.A.W. Board of Directors voted to submit the two-year-old name controversy to its members in September, for a binding vote. The ballot was to offer members a choice between retaining the name "League of American Wheelmen" or changing to a new name that proved popular in a preliminary survey of members, "League of American Bicyclists."

Advocates of the new name claim its clarity would make lobbying and membership recruitment easier, and its neutrality would remove any implication of sexual bias. Defenders of "wheelmen" cite tradition and the initials that underline support for cyclists' rights and the importance of lawful cycling.

Interestingly, none of the League's board members or staff pronounce the initials as a one-syllable acronym. They pronounce each letter separately "l-a-w." This pronunciation is supported by 19th century magazine articles where League writers refer to "an L.A.W. member," not "a L.A.W. member."

Along with the ballots, members were to receive a summary of arguments on both sides of the issue. Only those arguments were included which could be stated positively and which could not be used with equal force on both sides of the question.

Results of the vote will be tabulated before the board's winter meeting December 5 and 6, and will be announced in future issues of *American Wheelmen* magazine and this bulletin.



Question: Who holds the following trans-U.S. records: East to west? West to east? Round trip?

Answer: They're all held by Lon Haldeman, a modest, 23-year-old endurance cyclist from Harvard, Illinois.

"Marathon Lon" set the records on a trip that began at New York City Hall at 3 a.m. on June 20 and ended there at 5:35 a.m. on July 14. In between he rode to Santa Monica, Calif., in 12 days, 18 hours and 49 minutes, beating the 15 day east to west record; rested six hours, then made the return trip in an astounding 10 days, 23 hours and 29 minutes, breaking John Marino's 1980 west to east continental crossing record of 12 days, 3 hours, 41 minutes. Total time for the round trip, 24 days, 2 hours, 34 minutes, shattered the previous record—36 days and 1 hour set by Victor Vincenti in 1974.

There's new trans-U.S. excitement slated for next June. Haldeman, Marino, racing great John Howard, and Seattle to San Diego record holder Michael Shermer will race from west to east.

continued from front

Bottle legislation

in the Congress. They are S. 709 in the Senate and H.R. 2498 in the House.

Because the fight is likely to be somewhat tougher in the Senate we are asking that you write now to both of your U.S. senators asking them to support S. 709. Letters should be brief, and should mention the special concerns that bicyclists have in this legislation (as well as other factors, including those cited above, that are of concern to you). If you happen to belong to a union, mention that fact. Address your letter to the senator by name, at United States Senate, Washington, D.C. 20510.

In addition, the League's legislative office—which will be preparing testimony for Congressional hearings on these bills this fall—wants to hear from cyclists who have been injured in accidents caused by broken glass or other beverage container litter on the road. Send this information to: Ralph Hirsch, League of American Wheelmen, 112 South 16th Street, Philadelphia, PA 19102.

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 ☐ \$10 ☐ \$5 ☐ \$1

Club supplying this application form **NEW YORK CYCLE CLUB, INC.**

Enclose check or money order payable to:
LEAGUE OF AMERICAN WHEELMEN, P.O. Box 988, Baltimore, MD 21203

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1981 ELECTION RESULTS

At the November Club Meeting, Bill Hoffmann, Chairman of the Ballot Counting Committee, announced that the winner of the election for Circulation Manager in 1982, the only contested office, was David Miller, by a vote of 29 to 24. The remaining nominees, all of whom were running unopposed, were reported as having been elected "by general acclaim". Fifty three ballots were cast.

The slate of 1982 officers will be installed at the December Club Meeting.

Membership Update

The following members have joined since mid-October, bringing total membership to 283:

Judith Aront	560 Main St. #1016	New York, NY	10044	935-7510
Elinor Auslander	50 W.72nd St. #514	New York, NY	10023	787-0500
Diette Marie Baily	812 Carroll St.	Brooklyn, NY	11215	
Donald M. Busch	775 Main St.	Hyannis, MA	02601	(617)775-1205
Claire Goldthwaite	104 E.7th St. #3	New York, NY	10009	228-0828
Peter Gruber	5 W.16th St. #4	New York, NY	10011	255-0062
Joe Ingram	360 W.22nd St. #4D	New York, NY	10011	243-2837
Michael Lambert	360 W.22nd St. #4F	New York, NY	10011	242-1248
Michael Medeiros	1073 First Ave. #42	New York, NY	10022	755-3418
Charles Merkle	139-55 35th Ave. #4J	Flushing, NY	11354	445-1796
Miriam Poser	27 W.86th St. #4A	New York, NY	10024	799-7083
Elizabeth Witkowski	345 E.33rd St.	New York, NY	10016	878-5212
Lois M. Wood	302 W.105th St. #A	New York, NY	10025	866-1371
CORRECTION to the Membership Update in the November Bulletin:				
Jim Boyd	215 W.98th St. #3B	New York, NY	10025	

Classified Ads

BICYCLE for sale: Raleigh Super Course, 20" frame, 27x1 1/4" wheels, Huret derailleurs, Weinmann brakes, rear carrier and water bottle. Like new, \$250.00

Also: Brooks Professional saddle, \$20.00; Brooks N17 saddle, \$15.00. Call Leon or Barbara at 473-3675

SKIS for sale: Head 360 (210cm) w/Nevada Look bindings, \$80.00; Rossignol Strato 102 (203cm) w/Nevada Look bindings, \$150.00; Trappeur boots (size 10), \$80.00; Hanson boots (size 10), \$90.00; Sundins wood X-C skis (210cm) w/bindings, \$30.00. Call Leon or Barbara at 473-3675.

Commercial Advertising Policy

Pricing: Full page advertisement \$50.00
 Half page advertisement 30.00
 Quarter page advertisement 20.00
 Eighth page advertisement 15.00
 Per line (min. three lines) 3.00

- Placement to be done by the Bulletin Editor
- Any member who has paid dues before Labor Day may advertise three lines for free until the following April 30.
- Any member who pays dues after Labor Day may advertise three lines for \$5.00 until the following April 30.
- Other clubs or organizations are not exempt from this policy unless the Board of Directors determines otherwise.
- The Bulletin Editor may reject unsuitable advertising, with appeals made to the Board of Directors.



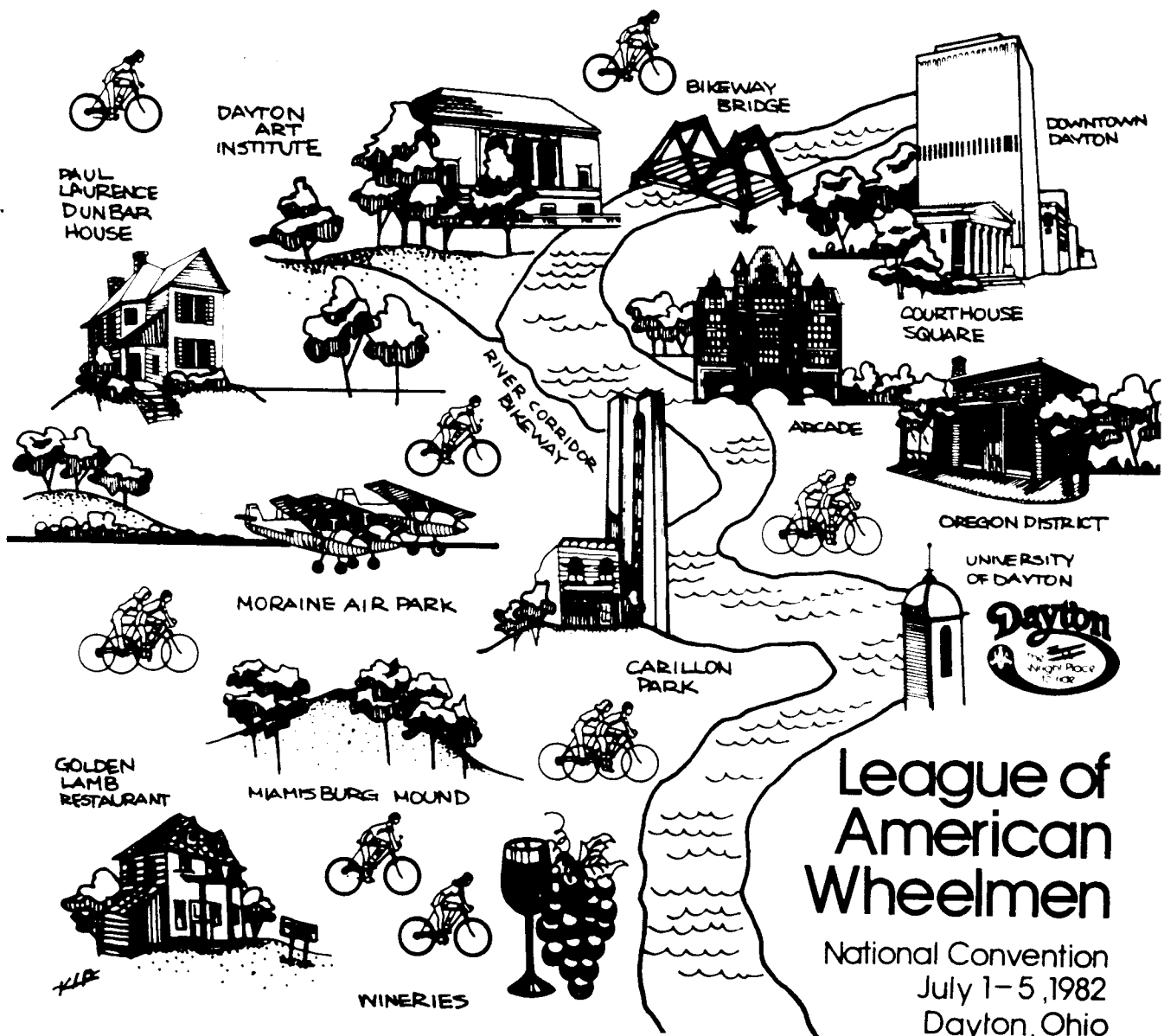
A legal defense fund has been established by Transportation Alternatives to assist bicyclists in exercising rights under the law, with bridge access the initial priority.

It appears that the Brooklyn Bridge reconstruction plan is ineligible for federal funding under 23 USC 109(n), which prohibits the Secretary of Transportation from approving any project which severs bicycle access.

TA is fighting for continued access over the Brooklyn Bridge during renovation. In addition, it is now fighting to maintain the original plan, which would eliminate the staircases and include ramping of the entire promenade.

This plan was compromised by the Department of Transportation to maintain a number of staircases along the promenade to act as speed controls for bicyclists. The problem with the compromise plan is the fact that it discourages cost-efficient police patrols in a location that is known for criminal activity.

If you are in favor of the above efforts, please send contributions to:
Transportation Alternatives, Legal Defense Fund, 600 Lexington Avenue, NY NY 10022.



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
#3 Fifth Ave. #1D
New York, N.Y. 10003



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