

**March  
1981**

# NEW YORK CYCLE CLUB

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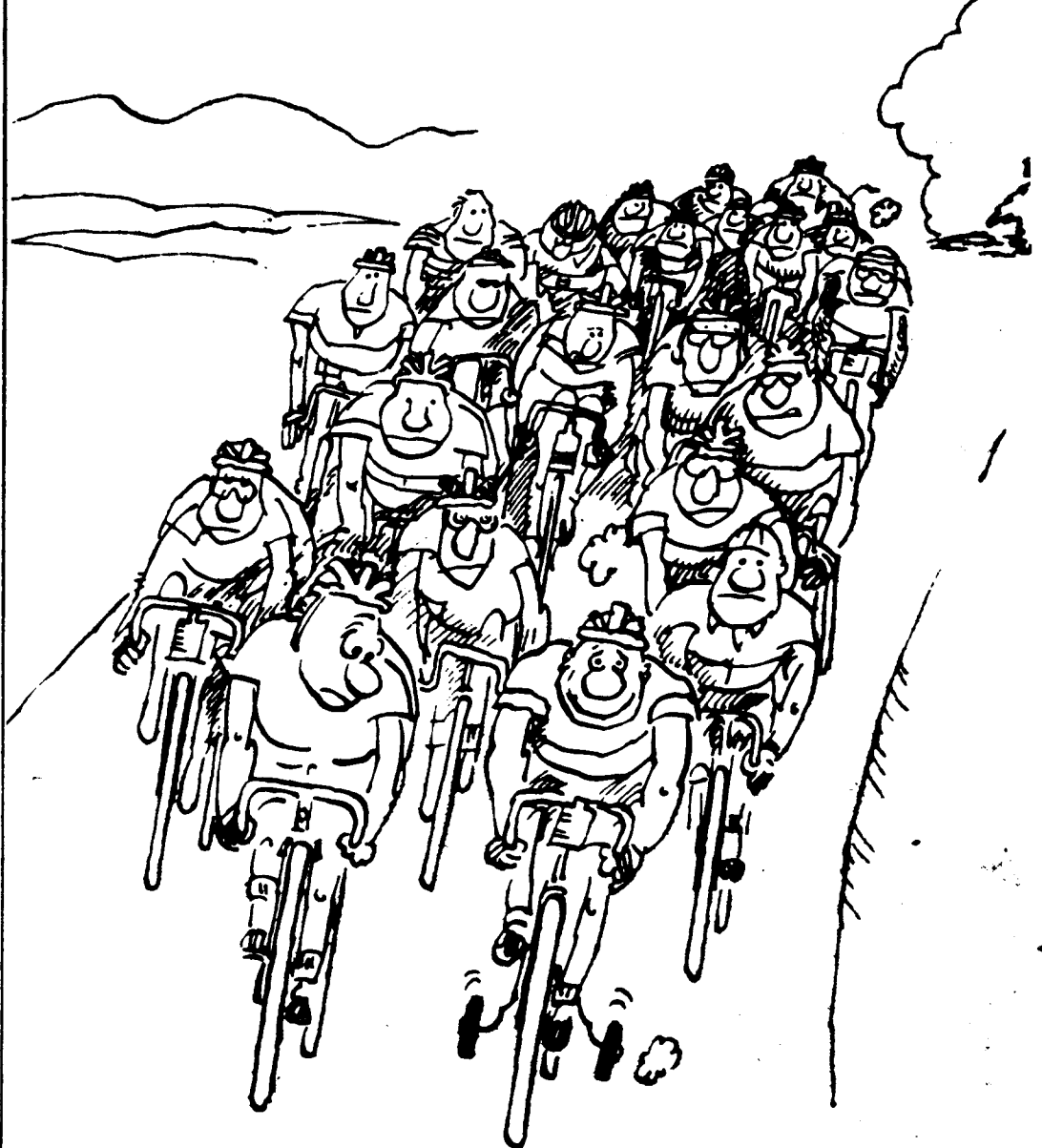
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## TRAINING RIDES



## Start March 1st

## Ride Listings

Saturday, March 7th. ALPINE, NEW JERSEY. 35 miles. "B" ride. Meet your leader Ken Abramson at 9:00 AM at 59th St and 5th Ave in Manhattan for a ride along the base of the remarkable Palisades. Along with the beautiful scenery there is a steep climb up the Palisades designed to test out your winter overhauling of bicycle and knee joint. Dress for winter conditions, and bring food. Food is not available along the route. For more information call Den at 672-9555.

### March Training Rides

#### "A-B"

Sunday, March 1st. Training Series #1. 40 miles. "A&B". Meet 10:00AM at the Central park Boathouse or at the south walk ramp of the G.W. Bridge (N.Y.) side at 10:31AM (deduct 13 miles), for a ride to the Oradell Reservoir in N.J. Food stop Closter. Terrain: Flat with one steep climb. Estimated riding time (not including stops) A:  $3\frac{1}{4}$  hours, B:  $3\frac{3}{4}$  hours. Leaders "A" Chris Mailing 879-6199 and Bob Friedman 724-4246. "B" Barbara Silverstein 685-2714.

Sunday March 8th. Training Series #2. 52 miles. "A&B". meet 9:30 AM at the Central Park Boathouse or at the south walk ramp of the G.W. Bridge (N.Y. side) at 10:00AM (deduct 13 miles), for a ride to Orangeburg, N.Y. and Montvale, N.J. Food stop in Montvale. Terrain: rolling. Estimated riding time (not including stops) "A"  $4\frac{1}{4}$  hours. "B" 5 hours. Leaders "A" Chris Mailing 879-6199 and Bob Friedman 724-4246. "B" Barbara Silverstein 685-2714.

Sunday March 15th. Training series #3. 60 Miles. "A"&"B". Meet 9:00AM at the C.P. Boathouse or at the Intersection of the Eastbound L.I.E. Service road and Kissina Blvd at 9:40AM (deduct 20 miles), for to Syosset L.I. Two food stops. Terrain: Flat. Estimated riding time (not including stops) "A"  $5\frac{1}{4}$  hours. "B" 6 hours. Leaders: "A" Chris Mailing 879-6199 and Bob Friedman 724-4246. "B" Barbara Silverstein 685-2714.

Saturday, March 21st. Training Series #4. 50 miles. "A"- "B". Meet 8:30AM at the C.P. Boathouse or at the south walk ramp of the G.W. Bridge (N.Y. side) at 9:30 AM ( deduct 13 miles ), for a ride to Tappan and Nyack; food stop in Nyack. Terrain: rolling. Estimated riding time ( not including stops ) "A" 4 hours "B"  $4\frac{3}{4}$  hours Leaders "A" Chris Mailing 879-6199 and Bob Friedman 724-4246. "B" Barbara Silverstein 684-2714.

Sunday, March 22nd. Training series #5. 65 miles "A"&"B" Meet 8:30AM at the C.P. Boathouse or at Fordham Rd and Grand Coccourse at 9:10 AM (deduct 21 miles), for for a ride to Mamaroneck, White Plains, Chappaqua, and Tarrytown. Food stops in White Plains and Tarrytown. Terrain: Rolling. Estimated riding time (not including stops). "A" 5 hours. "B" 6 hours. Leaders "A" Chris Mailing 879-6199 and Bob Friedman 724-4246. "B" Den Abramson 672-9555.

Saturday, March 28th. Training series #6. 68 miles "A"&"B". Meet 8:30AM at the C.P. Boathouse or at the intersection of the eastbound L.I.E. Service Rd. and Kissena Blvd at 9:10 AM (deduct 20 miles), for a ride to Woodbury and Syosset L.I. Two food stops. Terrain: Mildly Rolling. Estimated ridign time (not including stops) "A"  $4\frac{3}{4}$  hours. "B" 6 hours. Leaders Chris Mailing 879-6199 and Bob Friedman 724-4246. "B" Barbara Bates 932-6334.

Sunday, March 29th. Training series #7. 74 miles. "A" & "B". Meet at 8:30 AM at the C.P. Boathouse or at the Broadway Bridge at 9:10 AM (deduct 20 miles) for a ride to Tarrytown, Whitehall Corners, Mt. Kisco and Pocantico Hills. Food Stops in Campwoods and Chappaqua. Terrain: Rolling. Estimated Riding time (not including stops). "A" 5½ hours. "B" 7 hours. Leaders "A" Chris Mailing 879-6199 and Bob Friedman 724-4246. "B" Martha Ramos 858-9142.

### "C" TRAINING RIDES

Saturday March 14th, 1981

PROSPECT PARK TRAINING RIDE - C ride, milage at the riders discretion. Meet Martha Ramos at the Brooklyn Grand Army Plaza (across from the library) at 3PM. We will do get in shape laps around the park. Ride cancelled if it is raining or the temperature is below 40° F. Additional information - 858-9142.

Sunday March 15th, 1981

PROSPECT PARK TRAINING RIDE - see write up for Saturday March 14th.

Saturday March 21st, 1981

PROSPECT PARK TRAINING RIDE - see write up for Saturday March 14th.

Sunday March 22nd, 1981

CONEY ISLAND TRAINING RIDE - C ride, 30-35 miles. Meet Martha Ramos at Brooklyn's Grand Army Plaza (across from the library) for a flat ride to Coney Island. Be there at 12:45 for a prompt 1PM departure. We will snack at Nathan's before the return trip. Cancelled if it is raining or the temperature is below 40° F. Additional information: 858-9142.

### ICE SKATING ON WEDNESDAY EVENINGS

Many cyclists speed skate for winter conditioning. Ken Abramson invites you to skate with him at various skating areas this winter. Whether you are a first time skater, or already into a regular conditioning program, or just want to see what a NYCC member looks like on ice skates call Ken at home 212/672-9555 or at work 212/757-7722. Since we are alternating sites, call for details a few days in advance of the Wednesday you intend to skate.

## **Ride Previews**

Saturday, April 11th. East river Exploration. 30 miles. "C" ride. City explorer Ken Abramson wants to show you four ways to ford the East River. Meet at the Tramway Plaza at 59th St and 2nd Ave in Manhattan at 9:00AM. Call Ken 672-9555.

Friday-Sunday, April 24-26th, INTER-CLUB BIKE WEEKEND at Mountain Gate Lodge, Appalachian Mountain Club Catskills Facility, at Oliverea, N.Y. 50 miles moderately hilly ride around Pepacton Reservoir Saturday; 30 miles round trip from Phoenicia to Woodstock on Sunday. \$9.50 non - refundable deposit, payable to registrar, must be received by April 4th. About \$50 plus tas includes two nights' lodging, two breakfasts, two dinners, two bag lunches. two to four per room, private bath, hearty food. Leaders: Al Caldwell 914-428-6834 and Judy Swim 203-582-4237. Send deposit and self-addressed stamped envelope to registrar and include full name home and work telephones, when you can leave, and for where, and whether you can supply transportation. If you can, please indicate how many passengers and bicycles you can take. Will you share rented transportation? Registrar will try to get you there, with your bicycle, if you need transportation. Bus fare, without bike, is about \$30 round trip.

Registrar: Marion Bahensky, 87 Barrow St, N.Y. 10014. 212-242-7688.

(continued on next page)

**"A" & "B" Training ride series.**

April 4th	65 miles	
April 5th	90 miles	
April 11th	68 miles	See April Bulletin for details.
April 12th	110 miles	
April 18th	65 miles	

April 12th	5 BORO Marshals Ride
April 19th	Irv's Cherry Blossom ride
April 26th	Club Time Trials
May 3rd	5 BORO Bike Tour
May 9-10th	TOSREV
May 10th	All Club Ride
May 17th	Montalk Century
May 17th	Half Fast Double Century
May 23-25th	GEAR (I will lead a ride to and from GEAR. Details in April. D.C.M.)
May 23rd	Pepsi Cola Bike Marathon
June 27th	Boston Ride
August 15th	Delaware Water Gap
June 13th	Strawberry Festival
September 13th	Bear Mountain Century
September 20th	HI Point 100

## March Club Meeting Program

Would you like to have your own home workshop? Do you need to improve the efficiency of the one you already have?

Come to the monthly meeting and find out all you need to know about setting up and effectively operating your own home bike workshop. Mel Schleiffer will be our speaker-leader for the session. The presentation will give you all the information on the basics, and Mel will answer your specific questions and help you make your plans. Those of you who already have your own workshop are cordially commanded to be present and share your experiences.

If you have never talked with Mel about bike mechanics and maintenance, you are in for a pleasant and valuable session.

The meetin is March 10, Tuesday 6:00 P.M. at Artemis Restaurant, 76 Duane Street (just off Broadway, two blocks north of City Hall).

Sara Flowers, Programs

## February Board of Directors Meeting

### SUMMARY OF MINUTES (UNAPPROVED)

- 1.) The Board will seek a means of tracking members' mileage.
- 2.) Twelve new members have joined so far this year.
- 3.) N.Y.C.C. iron-on transfers will be available for the 1981 Pepsi Marathon, at a price of \$1.00 each.
- 4.) Bob Friedman and Chris Mailing are distributing the "A" Training Rides schedule to any interested riders, including other racing and touring clubs. If you know someone who should receive a copy, let them know.
- 5.) Club business cards will be distributed at the next Club Meeting.
- 6.) Sara Flowers is soliciting suggestions for future Meeting Programs.
- 7.) Jim Rex is selling cycling caps to promote the 1981 National Championships, to be held at Bear Mountain.
- 8.) The next Board Meeting will be held on March 3rd.

Complete copies of approved minutes are available from Irene Walter.

# Ride Results by Jim Rex

			Trip Miles	Riders	Club's Milage
Nov	8	Women Time Trial # 1	10	4	40
"	15	" " " # 2	10	4	40
"	22	" " " # 3	10	4	40
"	29	" " " # 4	10	4	40
Dec	6	" " " # 5	10	4	40
"	13	" " " # 6	(10)	Cancelled	Ø
"	13	Ten Mile Per Hour Ride	?	Cancelled	Ø
"	14	Word of Mouth Ride	40	3	120
"	21	Solstice Century	(100)	Cancelled	Ø
"	26	Coney Island	(30)	Cancelled	Ø
"	27	Alley Pond Park	(40)	Cancelled	Ø
Jan	1	New Year Century	(100)	Cancelled	Ø
"	1	" " Day Ride	(25-40)	Cancelled	Ø
"	24	Manhattan Circular	30	12	320
"	27	Central Park Circular	13-47	7	212

Note: Christmas was one degree short of a hundred year old record freeze with -1 F. Likewise January was nearly the coldest, with 2.2°F below normal Average for the month. Jim Rex still commuting over the Queensborough Bridge at the time noticed "living room size ice floes in the East River coming in with the high tides". Hence the high rate of ride cancellations in spite of mostly dry weather, which also compounds our drought problem.

## 1st Quarterly Ride Report (Nov, Dec 80, Jan 81)

by Jim Rex

	Subtotals =	C	B	A
Cancelled Leaders	7	2	3	2
	8	4	4	
Trips	12	3	9	
" Milage	332	70	252	
Riders	101	41	60	
" Milage	3160	925	2235	

Supplementary "A" Rides by word of mouth for same period.

6 Rides of 310 miles with 29 participants totaling 1452 milage.

NOTE: earlier reference on page 6 of April 1980 Bulletin indicates if not all time record, at least great improvement over last year for the same period.

## Letters

### ISSUES AND ACTIONS

By Roger J. Herz, Transportation Alternatives Board Member and Public Affairs Director, NY Metropolitan Area, League of American Wheelmen

Letters Count. After the symbolic disaster of The Great Bicycle Wars (as Time termed it in an 11/24 paean to bicycles), the Mayor directed aides to continue other bicycle programs. While there's been some encouraging action, much is mired in the bureaucracy, and your letters are important, supporting the positive and opposing the negative.

The first letter received by City Hall on a subject may be from a "crack-pot," another's letter may mean "the situation bears watching," and a third independent literate letter can mean "crisis." Perhaps the mathematics are a bit higher, but only a small % of those who care actually write. Your efforts count; write Mayor Edward I. Koch, City Hall, New York, NY 10007, and copy TA. Please send TA copy of all responses.

(continued on next page)

Killer Grates. While the Mayor directed that "sewer grates which are not hazardous to cyclists should be used," NYC Department of Environmental Protection has not yet done an analysis of the US Department of Transportation technical reports as agreed in 1979, has not yet replaced any of the hundreds of dangerous grates in heavily-used locations listed by TA & others last year, has not yet provided status of procurement plans. Write Mayor and NYCDEP Commissioner Francis X. McArdle, 2358 Municipal Building, NY 10007; copy TA.

Office Access. While the Mayor directed that "wherever possible, bicycle access to elevators and secure storage should be obtained," draft legislation to this end has been awaiting NYCDOT Counsel review for three months. Write Mayor and NYCDOT Commissioner Anthony R. Ameruso, 40 Worth Street, NY 10013; copy TA. Access to municipal buildings has substantially increased; write Mayor & NYC General Services Commissioner James F. Capalino, 1800 Municipal Building, NY 10007; copy TA.

Legal Authority? NYCDOT was asked 12/17 for the legal authority for the "Bicycle Riding Prohibited" signs at Third Avenue & 63rd Street; no response has been received. Write Mayor & Comr. Ameruso; copy TA.

Bridge Access. Despite the Mayor's directive, not all in the Administration are sensitive to bicycle access. The Queensboro bicycle/pedestrian lane was suddenly terminated mid-day 10/31 without notice, after NYCDOT gave Con Ed a permit to close the lane. Until the reopening on 12/18, bikers were forced to climb the barrier to the north side roadway or to use the studded center roadway at substantial risk. While we've been assured "it won't happen again," major reconstruction is planned for all four East River bridges (to include permanent bike/pedestrian lanes), & continued access during work must be provided. Write Mayor & Comr. Ameruso; copy TA.

State Legislation. Bills are being drafted to revise the "far right as practicable" rule, to require inclusion of bicycles in all State transportation plans, and to remove prohibitions of bicycling on limited access route shoulders (now successfully implemented in several states). Write your representatives in State Senate and Assembly; copy TA, and send TA your priorities for changes in statutes.

Federal Action. The Congress recognized in 1978 that "bicycles are the most efficient form of transportation, represent a viable commuting alternative to many people, offer mobility at speeds as fast as that of cars in urban areas, provide health benefits through daily exercise, reduce noise and air pollution, are relatively inexpensive, and deserve consideration in a comprehensive national energy plan." The Congress mandated a report by USDOT on "Bicycle Transportation for Energy Conservation, published last year, which included:

- obstacles, personal and institutional, and programs to increase use
- a target goal of 1.5 to 2.5 million bicycle commuters by 1985
- projected energy savings from the 1985 goal of 16.4 to 23.5 million barrels of oil a year (55-77,000 barrels a day).

Letters to the President and Congress are needed to continue a serious federal role in bicycle transportation; copy TA.

Congressional Liason. Cyclists willing to serve as liason to members of Congress are needed for several NYC districts. If seriously interested, call Janet Weinberg at TA.

Copy TA. Their address is: 133 W. 72nd St. New York, NY 10023

"A" RIDING TECHNIQUES  
by Chris Mailing

RIDING FORM (The third in a series of four articles)

There are two major elements to good riding form: pedalling motion and control of the bicycle. Good pedalling motion maximizes the efficiency with which muscle effort is transmitted to the cranks, while proper control of the bicycle ensures that this effort is optimally channeled into forward motion.

As you pedal, your knees should be in close to the bicycle frame. The foot should remain perpendicular to the lower leg, and the heel should lead the foot through the stroke, like walking. The heel should be below the ball of the foot on the downstroke and above on the upstroke. ("Ankling" is unnecessary effort and motion; if you find it difficult to keep your ankle at ninety degrees, check your saddle height.)

Most supertourists ride with their hands on the upper outside part of the handlebar or on the brake levers, with the elbows flexed out and down, to leave the chest muscles free to breathe. The "drops" are reserved for fast riding. When sprinting or hillclimbing, pull on the body of the brake levers. Because your forearms rotate to the outside in this position, you can use your chest muscles to pull in opposition to the push on the pedals (and also be ready to brake in an emergency).

A smooth and steady push should be applied to the pedals, both pushing down and pulling up, especially while climbing hills. Each leg should push or pull for three quarters of the stroke. Pulling up on the pedals enables you to apply more force on the pedals and avoid knee strain, because pedal pressure is distributed over both knees.

For maximum efficiency, the bicycle should be ridden smoothly, in a straight line, and at a steady pace. Any jerking around or bobbing up and down is wasted effort. Likewise, weaving or wobbling adds extra distance to the ride. A steady pace is particularly critical for efficiency and group riding. Every time you coast (or slow down), you must accelerate to regain momentum and then gain additional speed to catch the group. The effort required to accelerate and catch up far exceeds that required to maintain your original momentum.

The difference between an efficient rider and an inefficient one is especially evident in hill climbing and cornering. A good rider may coast downhill, but once on the flat, will start pedalling, and continue to pedal steadily at high crank r.p.m.s into an uphill, working to maintain every last morsel of momentum, gradually shifting down to maintain the crank r.p.m.s necessary to do so. A mediocre rider coasts for much longer, then wastes momentum by shifting suddenly and not pushing on the pedals until a hill forces him to do so. An efficient rider pedals through many corners that a novice coasts through, or even slows down for. By keeping your bike upright and leaning with your body, you will have sufficient ground clearance to pedal through most corners. A good rider drinks from his water bottle, dusts his tires, etc., all without coasting.

Developing good form is primarily a matter of conscientious practice. Since riding companions have a better visual perspective, ask them to critique your pedalling form while riding. Concentrate on trying to hit the handlebar with your knees while climbing hills in order to practice pulling on the pedals. To develop the ability to ride straight, practice riding on the white line at the road's edge, or, better yet, learn to ride rollers. Riding a fixed gear is the best way to develop a smooth pedalling motion and the ability to ride at a steady pace without coasting. Riding form should be re-perfected while training each year.

The series will continue next month with an article on group riding.





# L.A.W. BULLETIN

LEAGUE OF AMERICAN WHEELMEN

WINTER, 1981

## Try paraffin chain lube

Even the spiffiest bicycle needs a well-lubricated chain to run smoothly. A good lube also makes the bike run more quietly, inhibits rust, and reduces wear on chain, sprockets and freewheel.

Unfortunately, most methods of chain lube attract grime and tend to grunge up everything they touch. You know those black dotted lines that get on your leg and pants, and the grime that gets on your hands if you have to put the chain back on track or remove the rear wheel. The grunge also gets on the bike's teeth and derailleurs so they don't look as spiffy; the attracted grit, if allowed to remain, causes the parts to wear faster.

The solution? Paraffin. It is quick, easy, not messy if you do it right, and best of all, clean, clean clean. The only drawback—if you can call it a drawback—is that after a ride in the rain you won't want to squirt a few drops of lube on the chain while it's on the bike (grunge, remember?); you'll need a freshly lubed chain to prevent rust and squeaking.

However, if you keep a spare chain cleaned and lubed, this is not a problem.

Here's how the paraffin chain lube works.

1. Remove chain from bike, using a chain tool available at most bike shops. Be careful not to push the pin all the way out—you'll never get it back in.

2. Clean the chain in varsol, mineral spirits, or similar solvent. Don't use kerosene or gasoline, as they tend to remove every last trace of lubricant in the bushings and get the chain "squeaky" clean. It's easy to just soak the chain a few hours in a tightly sealed quart jar, shaking the jar from time to time. Wipe the chain with a cloth and hang it up to dry over a newspaper. If you used a less flammable solvent like varsol, you can speed the drying process with an electric hair drier. But you don't want to go to the next step till the chain is dry, because you don't want the solvent to dissolve the new lube.

3. Melt a couple of blocks of paraffin (they come five to a 16-ounce box in the canning departments of most groceries) in an old sauce pan that you don't want to use for anything else. You can add the chain before the melting is complete; unmelted paraffin won't splash when you add the chain, and the metal chain will conduct heat and speed the melting. Add a couple of tablespoons of light machine oil (sewing machine oil is great) and stir it around. The oil will make the cooled paraffin softer and more flexible and less likely to flake off the chain. If you use a new Uniglide chain or other chain with clean-looking, golden oil, just put this chain right in the paraffin without removing the oil, and it won't be necessary to add the machine oil. And

remember, once this batch of paraffin is oiled, you don't add oil to it till you add more paraffin. (CAUTION: Don't overheat the paraffin, and don't get an open flame in contact with the melted paraffin; we've never seen it catch fire, but conceivably it could. Overheated paraffin will splatter and make a mess.) When all the white paraffin turns clear, it is melted. Remove the pan from the heat and stir the chain around. Remove the chain and hold it straight (verticle) above the pan to let the bushings flex. Put back in pan and repeat several times.

4. Hang up the chain over a newspaper (careful, it is still hot). When it cools, you can store it in a sandwich bag or put it on your bicycle.

Let the paraffin cool in the sauce pan and it will be ready next time you use it. After several uses, turn over the pan and rap it so the block of paraffin falls out. Most impurities have gone to the bottom of the paraffin and can be scraped off the block with a knife.

Notes on handling the chain: You can keep your fingers out of the solvent and hot paraffin by handling the chain with a chef's metal fork with wooden handle. To avoid dripping, always keep the chain over the pan or newspaper. Don't try to wipe up melted paraffin if you spill a few drops. You'll just spread it. It's easier to see when cooled and hardened. With a razor blade or knife it will come right up.

Before putting your clean, new chain on your bike, you'll want to clean all the grease and crud from your freewheel and chainring cogs and derailleurs so they won't begrime the chain. Use a soft cloth to apply the solvent and remove the grime. You may want to remove the chainrings to get them completely clean (you can soak them in a piepan). Use chrome polish to restore the rings and other parts to their showroom shine. If you have a gold freewheel, you'll especially enjoy this task, as for the first time, the color will really show.

When a chain wears, it no longer fits the cogs snugly and some of your pedaling power is lost. To test for wear, try to pull the chain off the chainring at the 3 o'clock position. If it moves more than a quarter inch, the chain should be replaced.

The chain should also be checked for stiff links, especially the links you join when reinstalling the chain. A stiff link can cause the chain to jump under pressure. Work the stiff link from side to side. If this doesn't help, use the chain tool to make sure the pin is protruding the same amount on both sides.

One club we know of had an ice cream and chain lube event. They made homemade ice cream and cleaned and lubricated

everyone's chains at the same time. This would work especially well with a paraffin lube, as once the paraffin is melted, doing a lot of chains is an easy as one, though you'll want a bigger container.

Why not make your bike club the cleanest, quietest, smoothest-running one around?

## Cycling drama grips New York

In late 1980 the New York cycle scene attracted nationwide attention with reports of pedestrian deaths and Mayor Edward I. Koch's orders to remove two protected bike lanes in Manhattan only 100 days after ordering them installed. Contrary to some reports, the lanes weren't a contributing factor in the fatal accidents; they weren't even installed until later.

Here's a short chronology: In April New York City endured an 11-day transit strike. With bus and subway service shut down, the bicycle stood out as a useful way to get around. The mayor said, "We'd like to see New York City look like Peking in the mornings. There are over 1 million bicycles used there every morning."

During the strike, bicyclists entering Manhattan surged from a pre-strike 5,000 to about 40,000 a day, and cycling throughout the city was estimated at a quarter-million. During rush hour, cyclists jammed the 11-foot-wide temporary bike lanes. Thousands took advantage of temporary parking.

After the strike Mayor Koch ordered his Department of Transportation bicycle specialists to come up with ways to encourage a continued high level of bicycle use.

But before plans were announced, newspapers in a three-day period headlined the deaths of three pedestrians struck by bicycles (though two of the deaths had happened over a month earlier).

With "killer bikes" in the headlines, the mayor acted quickly to announce plans for permanent protected bike lanes in Manhattan, education, and stepped up enforcement of traffic laws as they govern bicycling. In a three-month period, 900 traffic tickets were handed out to cyclists, at \$25 a crack. Most were for running red lights or wrong-way riding.

The mayor warned that the lanes would be removed if not used, and he wasn't

*Continued*

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kidding. He announced the lanes in July, dedicated them in October, and ordered them removed in November when only 750 people a day were counted using them.

Though some members of the organized cycling community did not support installation of the lanes in the first place, the consensus was that they should have been kept long enough for the "experiment" to be valid.

Compared to several nationally syndicated columns, *Time* magazine's November 24 essay, "The Great Bicycle Wars," was reasonable and accurate. But *Time* overlooked the underground wisdom of the thousands who had survived happily without bike-lanes.

The January issue of *American Wheelmen* magazine calls bike lanes "a doubtful and controversial safety measure and an unproven encouragement measure," and concludes, "Adequate parking, interface with public transit, bridge access, education, enforcement, possibly even licensing and registration, should all precede bike lane projects." The *American Wheelmen* cover story gives a full report, with many photographs, of New York's dramatic experience with bicycles.

## American Bike Month: Opportunity for Clubs

"May is American Bike Month, and in 1981 we'd like to see the clubs pitch in to make it the biggest Bike Month ever," said L.A.W. President James L. Fulton.

Jim met recently with representatives of the bicycle industry—bicycle manufacturers, parts makers, wholesalers, and dealers—and Bruce Burgess of the Bicycle Touring Group to form an American Bike Month Committee.

Efforts by the clubs will be supported by press releases and broadcast messages promoting Bike Month. In May many of the bike companies' regular ads will include mention of the month.

Members of your club should begin now to think through plans for Bike Month. It should be a great way to attract new people to your club. The League will supply media kits that can be adapted to local plans, and will sell Bike Month patches for \$1.25 each. Posters will be available to put up in schools, recreation centers and shopping centers. (Bike dealers will receive ample posters through the industry.)

Possible activities for your club include rides (short or moderate distances to attract newcomers), safety and maintenance seminars, a bike fair, roller demonstrations in shopping malls, adopt-a-commuter programs to promote utilitarian cycling and, well, maybe you have some ideas, too.

As part of Bike Month preparations, you may want to ask your mayor and governor to proclaim May as Bike Month.

Local tv and radio talk shows often schedule their interviews months ahead of time, so now is a good time to contact the hosts and make arrangements—you don't need all the details of your plans to arrange the interview.

"Bicycling—The Way To Go" is the 1981 theme for Bike Month.

## CYCLE NOUNS

*Persons, places and things in the world of bicycling*

Your club can attain recognition through the L.A.W.'s first annual **Club Awards** program. Categories include:

Largest number of members to join the League, Best Invitational, Best Patch, Best Schedule, Best Promotion of Utilitarian Cycling, Best Newsletter, Best Ride Map, Best Overall Club. The first awards will be for activities conducted in 1980, and will be presented at the League's National Convention in Ames Iowa, July 9-12. For more information write L.A.W., Box 988, Baltimore, MD 21203, or see the January issue of *American Wheelmen* magazine.

All the winners of the L.A.W.'s **Patch Design Contest** are announced in the February *American Wheelmen* magazine. If you want to design patches for the 1982 season, ask the League's headquarters in Baltimore for details. The prize for a winning entry? A Patch Designer's Patch, what else?

**Larry Black**, president of the National Capital Velo Club, was given "probation before judgement" (guilty without a fine), for not riding on a glass-strewn, roughly paved shoulder in Maryland. Apparently as a matter of principal, Black appealed to a Circuit Court and won.

Black was originally charged under a Maryland Law that states, "Where there is a bike lane . . . or shoulder paved to a smooth surface," the bicyclist must use the shoulder or bike lane and not the roadway.

Larry's conviction was thrown out because a related regulation defines smooth surface as having a "texture equal to or better than the adjacent roadway" with "undulations which are no larger than the adjacent roadway." The smooth surface definition was drawn up several years ago for the Maryland Department of Transportation by a citizens' committee headed by John Rost, L.A.W. state legislative representative for Maryland.

## Membership drive

During the League's six-month membership drive, your club will receive a commission for every new L.A.W. member it recruits. If you join, be sure the name of your club appears on the application form, and send the full amount to the League address in Baltimore. The League will mail your club \$3 for each new individual membership (\$4 for family membership) received between now and June 30. (Renewals not included.) This is the League's way of saying "thank you" to clubs for their excellent work in promoting the League.

### When you join the League of American Wheelmen . . .

- You'll receive 12 issues of *American Wheelmen*, the bicyclist's magazine, with adventure, news, humor, and regular features such as Traffic Technique, Dear Dr., Crank Mail (technical Q & A), The Front Line for club officers, Rights and Duties, Legislation, and the Cycling Calendar. The calendar tells you about the most exciting cycling events in the country (432 different events in 1980). With it you can plan the low-cost, active outings you long for, meet new friends and enjoy new places to ride.

- Your L.A.W. *Directory* will tie you into a network of the most knowledgeable and enthusiastic cyclists in the United States. And starting in 1981, the *Directory* is chock full of new information: sources for maps, tourbooks and other help. The list of volunteer Touring Information Directors will help you find the best routes, and our Hospitality Homes list puts you in touch with folks who offer sleeping space to cycling travelers.

- You'll have the satisfaction of supporting the League's vigorous efforts to protect and advance your interests as a cyclist.

- You'll receive discounts on books, League rallies, and classified ads in *American Wheelmen*.

- You'll also receive a membership card, patch, and decals for bike and window. There's no better time to join! Just fill out and send in the application today!

## 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 \_\_\_\_\_

Enclose check or money order payable to:

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

# Membership Update

38 1980 Club members have renewed for 1981

1980-050 Peter Lami  
 " 074 Mary Gifford  
 " 075 Richard Herbin  
 " 076 Patricia Kelly  
 " 077 Jo-Ann Messing  
 " 078 Joan Meyer  
 " 079 Phyllis A. Lehman  
 " 080 Gloria Lasoff  
 " 081 Raymond La Barbera  
 " 082 William Murray  
 " 083 Gerard Scher  
 " 084 Jim Rosar  
 " 085 Peter Schaaf  
 " 086 Amy Weinstock  
 1976-070 Maxim Vickers  
 1979-013 John Boyajy  
 " 029 Louise Kahn

1981-001 James Ver EEcke  
 1975-028 Michael Nelson  
 1981-002 Vincent Nelson  
 " 003 Mark Nelson  
 " 004 Rebecca Evans  
 " 005 Linda J. Brieger  
 " 006 Wally Feliciano  
 " 007 Josie Feliciano  
 " 008 Louis Berardinucci  
 " 009 E. L. Fleischer  
 " 010 John Pryor  
 " 011 Christina Victor

NOTE: some members who signed up recently had been with us formerly. A sure case of recycled cyclist.

Based on the CRCA formula promoted by Jim Rex for years, 1980 was our first attempt to keep track of our Rider Influx. We apologize to those who feel they should have been mentioned earlier.

## The Editor's Corner

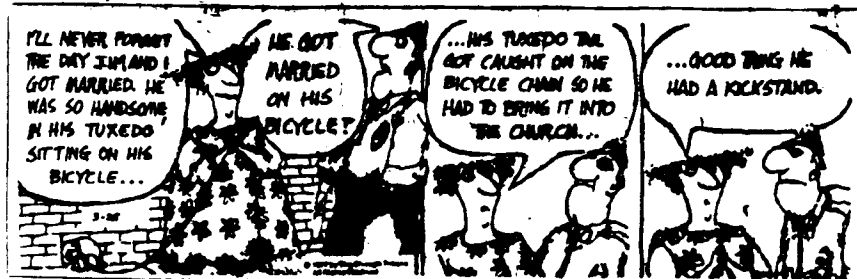
### STARTING THE 1981 SEASON WITH A NEW CONCEPT IN "B" RIDES

On March 1st, the 1981 season starts with the Training Rides, expanded this year to serve both "A" and "B" riders. These rides provide the opportunity to get a great start on the season. In May, many Club members will participate in events such as TOSRV, Montauk, GEAR, the Marathon, and others. The Training Rides are designed to prepare for such events, starting with a slow 40 miles, and working up to a moderately brisk 110 mile run six weeks later.

Barbara Silverstein has coordinated an ambitious set of "B" Training Rides that will follow the same routes as the "A" Rides, at a slower pace. She considers the 110 mile ride to be a feasible "B+/A-" ride, and no doubt "A-" and strong "B+" riders such as Bill Vojtech and Martha Ramos will concur. I believe that rides such as these will serve to fill a need for more "A-" rides in the Club, as I have thought the distinction between "A" and "B" rides to be too great.

Irv Weisman has also noted this in the course of developing his ride classification chart, and agrees that "B" riders could theoretically ride longer distances than in the past. He plans to gather data to further test the theory and accuracy of his chart in a 50 mile time trial to be held on April 26th, but the real test of the long distance "B+" ride concept will be on April 12th. I hope it proves viable and is successful in the future.

Mrs. Rex tells all:



#### 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



*The Wright Brothers' Dayton bicycle shop has been reconstructed in Greenfield Village in Dearborn, Michigan.*

## Cycling Shorts

### NEW YORK CITY OFFERS RIDE LEADERSHIP COURSES

Interested in learning more about both bike safety and tour leading? The following free courses, offered by the New York City Department of Transportation, may be for you. They will be taught by Carole Chavanne at A.Y.H., 132 Spring St., in the basement, starting at 10:00 a.m. On March 14, the course titled Safety Tune Up for Bicycle Tour Leaders will be held, and will conclude with a bike ride. A course titled You, Your Neighborhood and Bicycle Safety will be held on March 21.

Carole Chavanne is currently forming a Bicycle Safety Task Force to promote cycling safety through various civic groups in the metropolitan area. The March 21 session is required for participation on the Task Force.

## MUNICIPAL BIKE PARKING

During last year's transit strike, the use of bicycles by City employees as a means of going to and from work was a success. This situation highlighted cycling, not only as an obvious means of energy conservation, but also as an acknowledged contribution to improved health.

As a result, the Bureau of Operating Services undertook a pilot "cycle-to-work program" in the Manhattan Municipal Building and the Health Building (125 Worth Street), whereby City employees were able to store bicycles in the buildings during the work day. This successful program is now being expanded to include other public structures with adequate freight elevators.

The Cycle-to-Work Program Now Includes the Following Structures:

**Brooklyn**  
Municipal Building - 210 Court Street

**Bronx**  
County Court - 851 Grand Concourse  
Family Court - 215 East 161 Street  
Bergen Building - 1932 Arthur Avenue

#### Queens

Criminal Court - 851 Queens Boulevard  
Family Court - 89-14 Parsons Boulevard

#### Manhattan

Municipal Building - 1 Centre Street  
Criminal Court - 100 Centre Street  
Family Court - 60 Lafayette Street  
Civil Court - 111 Centre Street  
Health Building - 125 Worth Street  
Supreme Court - 60 Centre Street  
Chief Medical Examiner - 520 First Avenue

Employees in the Above-Listed Buildings May Bring Bicycles To Their Offices From 8 AM-6 PM, Monday to Friday Subject to these Ground Rules:

- Bikes must be brought in and out via the freight elevators (custodians at each location will post - and be available to advise on - appropriate entrances, exits and elevators)
- All corridors and doorways must remain unobstructed at all times.
- Employees must be personally responsible for the storage and security of their bikes while the vehicles are in municipal buildings.
- No mopeds will be allowed.

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 \_\_\_\_\_

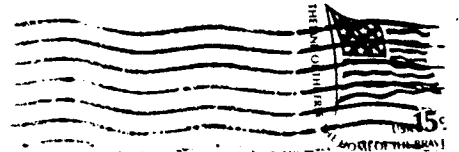
WHERE DID YOU HEAR OF N.Y.C.C.? \_\_\_\_\_

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