

**March
1982**



NEW YORK CYCLE CLUB

**“Bottle Bills” mean cleaner roads
for cyclists**



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

Central Park Boathouse phone numbers are: 650-9521, 744-9813, 744-9814.

- Sun Mar 21 "A" TRAINING RIDE NUMBER 5 Leader: Chris Mailing (879-6199). Meet at the "B+" 70 mi Central Park Boathouse at 8:30 am for a ride to Mamaroneck, White Plains, 8:30 am Chappaqua, and Tarrytown. Food stops in White Plains and Tarrytown; estimated riding time: 5 hours. The ride will be a group ride, with maps available, and may be cancelled due to cold (below 32°F) or wet weather.
- Sat Mar 27 "B" TRAINING RIDE TO WOODBURY Leaders: Martha Ramos (858-9142) and Marsha Taggart (724-6336). Meet Martha and Marsha at 9:00 am in front of the OTB 9:00 am office at 179th St. and Hillside Ave. in Queens (take the "F" train to the last stop) or at 10:00 am at the I.U. Willets school parking lot for a ride to Woodbury, L.I., with a food stop in Syosset. The ride will be cancelled if there is a 80-90 percent chance of precipitation, the temperature is below 40°, or wind speed is greater than 15 mph.
- Sat Mar 27 "A" TRAINING RIDE NUMBER 6 Leader: Chris Mailing (879-6199). Meet at the "A-" 68 mi Central Park Boathouse at 9:30 am for a ride to Woodbury, L.I. Food stop 9:30 am in Syosset; estimated riding time: 4 3/4 hours. The ride will be a group ride, with maps available, and may be cancelled due to cold (below 32°F) or wet weather.
- Sun Mar 28 SUNDAY IN THE PARKS, I Leaders: Phyllis Lehmann (636-6037) and Martha "C" Ramos (858-9142). PART A: Brooklynites and other similar types meet 10:00 am Phyllis at the Grand Army Plaza entrance to Prospect Park. PART B: Manhattanites and others so inclined meet Martha Ramos at the Central Park Boathouse. We will get started on our "C" riders' 1982 conditioning program by circling the park bike paths. Distance (i.e. number of circles) will be determined by a consensus of each group, with the leaders as final arbitrators. Both rides will be cancelled if there is precipitation, strong winds, or the temperature is below 40°. For additional information, call the leaders during evenings.

- Sun Mar 28
"B" 50 mi
9:00 am
"B" TRAINING RIDE TO PIERMONT Leader: David Miller (h:794-9365, w:594-5267). Meet at the Central Park Boathouse for a moderately rolling ride through Tallman Mountain State Park on the very scenic bike path through the woods, which will bring us to Piermont, where we will stop for lunch. We will return via the southeast passage, the easy way up. I plan to be back at the Central Park Boathouse by 4:00 pm.
- Sun Mar 28
"A-" 80 mi
8:30 am
"A" TRAINING RIDE NUMBER 7 Leader: Chris Mailing (879-6199). Meet at the Central Park Boathouse at 8:30 am for a ride to Tarrytown, Whitehall Corners, Mt. Kisco, and Pocantico Hills. Food stops in Campwoods and Chappaqua; estimated riding time: 5 1/2 hours. The ride will be a group ride, with maps available, and may be cancelled due to cold (below 32°F) or wet weather.
- Sun Mar 7
"B" 40 mi
10:00 am
"B" TRAINING RIDE TO ORANGEBURG Leader: Martha Ramos (858-9142). Meet Martha at 10:00 am at 177th St. and Ft. Washington Ave. for a ride to Orangeburg, N.Y. There will be a food stop in Montvale, N.J. The ride will be cancelled if there is a 80-90 percent chance of precipitation, the temperature is below 40°, or wind speed is greater than 15 mph.
- Sun Mar 7
"B" 52 mi
9:30 am
"A" TRAINING RIDE NUMBER 2 Leader: Chris Mailing (879-6199). Meet at the Central Park Boathouse at 9:30 am for a ride to Orangeburg, N.Y. and Montvale, N.J. Food stop in Montvale; estimated riding time: 4 1/4 hours. The ride will be a group ride, with maps available, and may be cancelled due to cold (below 32°F) or wet weather.
- Sat Mar 13
"B" 40 mi
10:00 am
SCARSDALE QUICKIE Leader: Marsha Taggart (724-6336). Meet at Riverside Dr. and 85th St. for a scenic short ride with a food stop at Scarsdale. Eight hills. The ride will be cancelled if there is a 80-90 percent chance of precipitation, the temperature is below 40°, or wind speed is greater than 15 mph.
- Sun Mar 14
"B" 40 mi
8:45 am
"B" TRAINING RIDE TO LONG ISLAND Leaders: Martha Ramos (858-9142) and Marsha Taggart (724-6336). Meet Marsha and Martha at 8:45 am in front of the OTB office at 179th St. and Hillside Ave. in Queens (take the "F" train to the last stop), or at 10:00 am at the I.U. Willets school parking lot. The food stop will be in Syosset. The ride will be cancelled if there is a 80-90 percent chance of precipitation, the temperature is below 40°, or wind speed is greater than 15 mph.
- Sun Mar 14
"B" 60 mi
9:00 am
"A" TRAINING RIDE NUMBER 3 Leader: Chris Mailing (879-6199). Meet at the Central Park Boathouse at 9:00 am for a ride to Syosset, L.I. Food stop in Syosset; estimated riding time: 4 3/4 hours. The ride will be a group ride, with maps available, and may be cancelled due to cold (below 32°F) or wet weather.
- Sat Mar 20
"B" 40 mi
9:30 am
"B" TRAINING RIDE TO NYACK Leaders: Martha Ramos (858-9142) and Marsha Taggart (724-6336). Meet Martha and Marsha at 9:30 am at 177th St. and Ft. Washington Ave. for a ride to Tappan and Nyack. Food stop in Nyack. The ride will be cancelled if there is a 80-90 percent chance of precipitation, the temperature is below 40°, or wind speed is greater than 15 mph.
- Sat Mar 20
"B+" 50 mi
9:30 am
"A" TRAINING RIDE NUMBER 4 Leader: Chris Mailing (879-6199). Meet at the Central Park Boathouse at 9:30 am for a ride to Tappan and Nyack, N.Y. Food stop in Nyack; estimated riding time: 3 3/4 hours. The ride will be a group ride, with maps available, and may be cancelled due to cold (below 32°F) or wet weather.
- Sun Mar 21
"B" 50 mi
9:00 am
"B" TRAINING RIDE TO WESTCHESTER Leaders: Martha Ramos (858-9142) and Marsha Taggart (724-6336). Meet Martha and Marsha at 9:00 am at Broadway and 242nd St. (take the "1" train to the last stop) for a ride to Tarrytown and beyond. Food stops will be in White Plains and Tarrytown. The ride will be cancelled if there is a 80-90 percent chance of precipitation, the temperature is below 40°, or wind speed is greater than 15 mph.

February Board of Directors Meeting

SUMMARY OF MINUTES (UNAPPROVED):

1. Phyllis Lehmann discussed the problem of coordinating C rides so as to avoid competition and "cannibalism."
2. Phyllis read Ed Flowers' letter describing his season-long program for gradually conditioning C into B riders.
3. Chris Mailing discussed the problem of rides listed in the Previews without a leader.
4. The Board addressed Dave Miller's concern over confusion surrounding the term "riding pace."
5. Gloria Lasoff discussed the problem of "widely divergent" A+ and A- riders.
6. The Board addressed Martha Ramos' concern over the lack of information on the business cards re the general membership meeting site and location.
7. Chris Mailing reported that his special bulletin for new members is almost complete.
8. The Board clarified its position regarding the payment of leaders' trip expenses and unanimously passed the resolution that it is of the general opinion that the expenses of a leader shall not be paid by the members participating in a ride other than those expenses incidental to the setting up of the ride.
9. Irene Walter will send a Club letter in support of continuation of the Queensboro Bridge Bikelane.
10. The next board meeting will be held Tuesday, March 2, 1982.

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

The Editor's Corner

ACTIVITY SPURS ACTION

After reading last months' editorial you may have wondered if voting has any use as a political tool, since cyclists are clearly a minority.

Our votes alone won't swing an election, but we can get non-cyclists on our side.

First, we must find out who our friends are, and who's against us.
Second, help the campaign of pro-bike candidates.
Third, improve our public image.

Remember that the average citizen doesn't give beans about bikes, so we must use non-bike issues when we promote our candidate to the general public. When a bike related issue does come up, talk about the other beneficial effects it would have. (e.g. Bottle Bill would make jobs, clean up neighborhoods. Ramping the Brooklyn Bridge cuts patroling costs, moves twice as many people per hour durring a transit strike eliminates the safety hazard of tripping on the stairs and possibly getting trampled, as happened soon after the bridge opened.)

The problem of our image is something that we, as a club, can do something about. Always be couteous to pedestrians, they blunder out in front of us out of stupidity or ignorance, not malice. Obey all rules of the road, at least within city limits.

We should also come down hard on wrong way bikers. People dodge wrong way, light running bike messengers at lunch, tune in the evening news to see maniac bikers protesting in a scene reminiscent of the '60s and read in the paper about the "killer bike blitz", hardly any thing to sympathize with, or for a politician to want to be associated with.

continued

REMEMBER: THE ONLY DIFFERENCE BETWEEN SOMEONE ACTIVE IN POLITICAL ACTION AND SOMEONE WHO IS NOT IS THAT THE FORMER HAS A CHANCE TO INFLUENCE THE NATURE OF LEGISLATION, WHEREAS THE LATTER IS ITS' VICTIM.

LET'S NOT BE VICTIMS.

The following material is to help you in writing letters supporting the Koppell-Grannis Bottle Bill and opposing the Robach-Smith Litter Bill, which would repeal the Suffolk County Bottle Bill.

P.S. If you keep tabs on how our elected officials vote on bike related matters, I'd like to publish a list of friends, enemies, and those who have no clear alliance so that we can win them over.

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 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.

ACTION ALERT

The NY State Bottle Bill will once again be introduced in the Assembly and Senate. We need letters to insure the best possible vote out of NY City legislators.

1. Write your own State Assemblymember and Senator supporting the Koppell-Grannis Bottle Bill and opposing the Robach-Smith "Litter Bill", which would have the effect of repealing the Suffolk County Bottle Bill.
2. Write State Senator Manfred Ohrenstein, urging that the Democratic leadership in the State Senate join the Republican leadership in taking a firm stand in support of the Bottle Bill and against Robach-Smith. Insist Ohrenstein as a minimum cosponsor the Senate version of the Bottle Bill, whose prime sponsor is Senator Lack.
3. Write NY State Assemblymembers Dennis Butler, Ed Abramson, Victor Robles, Al Jenkins, and State Senators Martin Solomon and Tony Gazzara. These Senators are swing votes on the Commerce Committees of both houses. Those members of the committees from NYC who are not included on this list are already firmly on our side.
4. If you live near the districts represented by anyone on the list below, write them urging that they support the bill on the floor. These are all the non-sponsors from New York City.

- Bklyn- Lentol, Robles, Fink, Griffith, Miller, Lasher, Barbaro, Freda, Boyland, Fortune
- Manh - Daniels, Viggiano
- S.I. - Connelly, Straniero
- Bronx- Montano, Davis, Nine, Velella, Walsh, Dearie
- Qns - Esposito, Weprin, Prescott, Stavisky, Cohen, Hevasi, Jenkins, Goldstein, Seminerio, Abramson, Flack, Lopresto, Butler, Schmidt

Addresses for all letters are:

Member's Name
State Assembly
Albany, NY 12248

Member's Name
State Senate
Albany, NY 12247

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

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

Enclose check or money order payable to:

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

High Mile Challenge
to Jim Rex

My year end inventory reveal total assets over 50,000 miles that accumulated in less than a decade; with some denominations of 179 Centuries, 30 Double Centuries, and 14 assorted Marathon type events ranging from 24 - 90 hours duration. These were high lighted by some racing, few local records, lots of touring, commuting, some accidents, along all sorts of terrains and weather conditions. At the time of this writing for instance I'm trying to offset the tarnishing effects of winter's stark reality.

I met Colombian and Australian riders who migrate as freely as birds, to trade their potential flu and bronchitis for a greater chance at more road rash and non-stop saddle sores. Other riders I know, take winter cycling vacations in Florida or Texas to return fit for the early spring races, while most of us local souls have to abstain from such luxury with near despair of getting out of shape. Overcome by cold, and as a form of cabin fever perhaps some of them resort to a masturbatory approach of cycling by roller riding. Which is about as effective as gnawing on a chewing gum to give your jaw something to do, while you really rather have a meal. I cope by relying on my years of serious weightlifting experiences, muscling my way through the winter coupled with calisthenics and other daily exercises. Some of which I can indicate here.

Year	1973	1974	1975	1976	1977	1978	1979	1980	1981	Totals & Averages
Situps	4271	21205	15239	5820	27160	25747	14386	16715	13503	= 143846 @ 15983/yr
Pushups	3288	7015	7747	10430	111163	32639	34372	58796	54813	= 320263 @ 35585/yr

With relative success over the years I have experimented from minimum to optimum training regimen, to peak my conditioning for a given event at any part of the year, including winter months.

When faced with adversity, often I found the challenge to be more mental than physical even if not necessarily easier. In my undertakings I had my share of troubles and failures that I salvaged as learning experiences with regards how not to do it on following occasions. Often I excelled not because I could believe I would, but because I had tried when I couldn't even believe it's possible.

Sometimes you have to prevail on a remote ray of hope; while giving up would be so easy and convenient by contrast, that it seems ridiculous just to continue. But by not giving up, there can be a chance of getting close to some expectations that prompted you to start in the first place. Giving up is throwing away that option, like declaring bankruptcy because you don't realize the value of your remaining workable assets, which can save you from one. The way I see it, you can work hard and be successful at it, even if never will be a millionaire. After all most people aren't.

With consistency I had outlasted faster and stronger riders who had an "only know how to win" attitude, specially at tough going events where more than speed was at stake. This widened the margin in my favor, in style reminiscent of a "racing horse that run good on a muddy day". As such, I may face my days of retirement from racing as a stud...

Before it begins to look like a self serving sermon by some High Priest of Cycling, let me add; I had my heroes, I followed examples set before me by others, and I'm just passing along what I learned, not what I did. That would be too personal even to attempt. Besides in the entire universe crowded by healthy egos, there could be only one Jim Rex, who may want to be himself even in the eyes of others.

So by 1974 having done my first Double Century, the new challenge ahead was riding an off season New Year Century. Same year, my predecessor Jamie Ellis of CRAA placed me in how the world starts after midnight, but I'll be advised me to stay out of Central Park before day light. Jamie volunteered to be the Judge and count laps. If we would do it in Riverside Park, it was, as he had done in 14 degrees previously. We agreed...

1975 took off at 7:30 A.M. in 23 F with wind gusts up to 29 mph, as 11 riders turned it into a game of attrition over iced pavements and repetitious turns on a short course. I had some cyclocross experience from Europe riding over mud and ice not to fall, but the others were less lucky. After 10 miles of pushing the pace I had a glimpse of glory taking the lead as others began to crumble and drop out with frozen extremities. But soon my front tire flattened, half lap after I changed it my rear went flat too. By the time I came around I also busted my cluster. Jamie still a good sport lent me his fixed gear immaculately clean brand new track bike to continue, but I lost my lead to Carl Stehn.

Now I had to contend without breaks by slowing down sooner at every turn, and compensate for it with a sprint after coming out of, for the remaining 65 miles. Since I was still in the prospect to earn a trophy, I couldn't afford to drop out. Besides I never do. This time however my muscles didn't much agree. My thighs two inch bigger than nowadays, were more developed for pushing the pedals forward than it's reverse. In that sense, paradoxically to keep going was the easy part of the ride, while speed remained less of a determining factor.

This dilemma was further complicated when the temperature shot up to 38 degrees thawing out the ice and all the local dog crap under it. On top of it dog owners on their daily "walks" came out in hordes turning them loose in our path, only to have them complain about us being in the wrong place at the wrong time. So it may had turned out that way from a technical point of view at the time, but they had neither the right to act as they had done nor to complain about it. Thanks to Mayor Koch who made great improvement in this area of civility; I certainly would be put into jail if I behaved as dog owners had allowed their pets, even if my name is Rex or had been Fido makes no difference. So what's this exemption racket for dogs only is supposed to be about? My crap is at least as good as theirs just as I believe in equal opportunity. But here we were dealing with responsibility or negligence. I took a fall in Central Park and scraped the road for 20' with my behind for the convenience of one dog owner who had the leash in her hand but lazy to put it to use. Naturally the dog jumped front of the guy riding ahead of me and we both got hurt. Another time I seen a woman fly over the handlebar under similar circumstances and break 3 ribs. Not that I don't like animals, I just hate stupid owners.

So much for the highest significance that literally surfaced during that ride, as I finished in 7:47 hrs with some knee caps and groin, from someone else's bike that wasn't adjusted to my body dimensions. I lost 4 lbs, caught a cold for two weeks, and been stiff for 3 days after wards.

Poor Jammie who could have competed as well, was freezing along with us just the same, never to do that again. He even got stuck with a dirty bike as I was too filthy and worn out to attempt to clean it like should had. Later I compensated him with a small gift as token of appreciation.

1976 arrived with too much ice on the road. I planned to go 50 miles out on Long Island and back. Started in the dark in 31 F with wind gusting up to 23 mph. Passed Shea Stadium 6:30 A.M. only to crash on the bridge over Flushing Creek with a shinbone taking the brunt of it. The iron grating was slick compared to the porosity of asphalt. Since that time I have a clearer understanding of road signs "Bridge freezes before roadway", except this one had none to begin with. Hoping that things will improve in daylight I kept going sore as I felt. By the time I had reached Union Turnpike I was greeted by my latest protegee Ron Kahn, who arrived by car to join me. We rode bikes for an hour at a very slow pace to finish in day light if at all. Cars were passing us in greater number, while we could only ride in their tracks as everything else was covered with ice. Including my derailleurs that became useless. I kept pumping my breaks to avoid happening there too. Soon my socks froze together and lost the faith in the venture, while I still kept going. After I seen a car getting off the highway slam into a lamp post, I knew for sure with 2 wheels I had done better already than the law of averages would allow. So I returned home with 30 miles of experience how not to ride a bike.

Some other CRAA riders made similar attempts in New Jersey. One arrived at a mistaken conclusion of my previous year seemingly good performance with fixed gear, that he chose to ride one so his breaks wouldn't freeze up. Still he met with a car head on that put him in the hospital. They let him go with 23 stitches for souvenir. Meanwhile in Delaware "Circle Century" one was hit by a truck also head on and broke a thigh bone, and a Vietnam Veteran killed by a car 3 miles from the finish. This was the saddest part of it all, for I knew him since 1972. But luck favored a Connecticut rider with clear roads, who made it without a scratch.

I got a sore throat on top of my aches, and CRAA changed starting time from midnight to 7:00 A.M. day light to minimize accidents. Everybody agreed with great relief. For my consolation I went on to become Veteran Marathon Champion by placing 3rd over all among 7,500 participants the following season.

1977 arrived with the usual icy roads so no one could try. With 3 days of delay I took to it in 15 F that never rose above 36, and ended in 28. I stopped every 25 miles to thaw out and drink so I wouldn't loose 4 lbs again with torso sweating and limbs freezing. This new development was also one of my New Year resolutions on I arrived at after questioning my motives for still doing it having learned a year ago what one's chances can be like.

I don't have a PhD in psychology, I'm not even a doctor. I just specialize in women. I love, or at least would a lot of them. Often I have tried and succeeded, or should have, but sometimes it resulted in heartaches and been hurt over it. Still I haven't give up on them. Nothing ventured would be nothing to gain....

Likewise from a basic attitude acquired over getting stabbed and shot between WW II and a revolution before I was 20; with honed GI survival instinct as 2nd strongest man in the regiment specializing in hazardous duty later, and being hit by cars twice following, I had more than ample opportunity to master the key element of handling dangerous situations. That is facing it with an essentially healthy sceptical awareness which helps, rather than with blind confidence that often just leads to one's demise. Converting all these into a belief that I can be more of a rider even tomorrow in one piece carefully, than all busted up today if I'm not.

In this sense the ride went OK, but wind chill was getting to my face and eyes. On a hill thaw set in on the warm side, getting my tires just wet enough to freeze on it with a thin layer of ice covering coming down on the shady cool side. Soon it began to crack up and wear off. Except the parts of the tire used only for cornering at the turns and touch ground only when the bike is leaned. At this point the traction is still dangerously minimal, and will take many turns before it will wear off as much as the center part of the tire. I almost got side swiped by a car learning about it, who in turn to avoid me nearly had an accident with another car. He was coming from behind the crest that blocked his view until he was almost on top of me. I also had a reverse situation another time when I was at the bottom between two short hills. Some roads have very bad grades for such visibility. This time I put on 1-1/4" wide tires as an advantage, but now my cluster was so iced up that I had to make do with one cog and triple chainwheels. Now that I was riding alone, eventual boredom was taken it's toll on my time lingering at stops more than I should have. But with no known competition I could afford it. I finished in 10 hrs for 1st place, reassuring every would be contender that it can still be done. The biggest accomplishment came from having broken the fear of ice. I gave this matters some mention on p6 Feb 77 bulletin.

1978 local roads were worst than ever, with more snow in the forecast. To avoid the 76 type of fiasco everybody decided to sit this one out. Except for one in Connecticut who made it.

I went on to test 90 psi Michelin foldable tires for the rest of the year. This also took me in the Mohave desert for two weeks in mid July's 136 F for a contrast. Not enjoying it one bit, I felt prompted by circumstances to climb a 12 or 14,000 snow peaked mountain in the Sierras to cool off. I finished it with a 41 mile climb uphill that was getting steeper as it went on. By the time I got to the top my toenails turned blue from the heavy dose of pedal pressure. It seen out of place to mention it along New Year Century accounts, if it wasn't for the fact that at the top the temperature dropped to 75 F. As a result of the day's ride first I got a sunburn, only to catch a cold on top of it from the drastic drop in temperature difference. Apparently the body has trouble having to adjust to sudden variations of over 30 degrees. In my case with thin air, I was getting chilly at 84 degrees, but heard someone catching pneumonia at 105 too. So much for the relativity of cold weather riding. But back in town I promised to test the tires in cold weather and rain too.

1979 made it possible. It started with all day rain up to 54 F and 20 mph headwind. For a change I could carry my own drink that won't turn to ice. Apart from full length rain gear I wore rubber boots halfway up to my calf. Soon this collected full of water which even at normal rpm gets to be very heavy. But the worst part came 30 miles from the finish having ran out of spare tubes, as I spent 1-1/2 hrs to patch one tire 3 times with wet hands and steaming body in pouring rain while 3 CRCA riders passed me up. One of them Mick Bistrom who rode 1st place. So I had to settle for 2nd place in 2-1/2 hrs.

1980 I had a cold to begin with, head ache, nausea etc. I just hoped the weather would make it impossible to try. I wasn't even on a bike the past two and a half months. I lost faith in the power of prayers when the weather turned out to be fine. Like 31 F up to 40 with the usual wind gusting over 20 mph. So I took off more obliged than excited with food and drink. In an hour my knee began to hurt in the head wind, giving way to muscle aches. At half point passed Smith town in a restaurant the waitress had a good laugh at my unusual attire, but she haven't sobered up yet from last night's celebration. 25 miles from the finish I was getting close to the bonks, and passed by a CRCA friend. But made to 2nd place stiff and tired under 7-1/2 hrs. My eyeballs were cold the longest after ward. References on p 13-15 March 1980 Bulletin.

1981 I was well prepared and looked forward to a good ride for two weeks in advance. But for the last prior days bad weather was forecasted with 5" of snow by afternoon. But I took no chances at getting stuck 50 miles out of town, so I stayed home while 3 CRCA riders finished in day light. Snow of only 1" fell after sundown. It was very frustrating to play the role of a wall flower before blooming as a vine, for I could have crawled up the wall you might say. My consolation at the Marathon was no better with only 285 miles. Followed with an injury for 6 weeks things just wouldn't pick up for me. So I have sought refuge up at Syracuse with Peter Schaeff and Don Burch at a 600 km Time Trial. We fared miserable weather but decent performance. I had the honor of the lead group to pace two third of the ride in pouring rain, howling wind as they were shouting directions at me. I got a set of blue toe nalls again from a new pair of shoes while kept shouting mostly obscenities in pain. I followed up on training with over 500 miles of hill combing in the Poconos of Pennsylvania and Catskill of New York. This put me in shape in time for the New York-Montreal ride in 40 hrs with ideal weather. The good time wouldn't last a month and I banged up my rib, so I tag along for the Washington D.C. "Capitol Run". The Montreal Express crowd on hand burned everybody else off the trip breaking both men and women records. I'm glad I was there to see history in the making. It was a good year otherwise, but for the next New Year Century I had to bide my time, which finally arrived.

1982 put icing on the cake. Nonstop rain kept falling from the night before over familiar routes. I knew I had the edge to capitalize like a water rat on the 40p temperature and 25 mph gusting headwind out. Like once before, steaming body, soaked wet to the skin, chilled to the bone, wasting 20 minutes on a flat tire 4 miles from the finish with numb fingers on a side walk. Not being passed on a solo ride by anyone, my only worry was to finish before a predicted temperature drop into freezing. In 1956 in Europe I had an experience when my clothes froze upon me like a suit of armor, and couldn't take off my gloves and foot wear until thawed out at room temperature. Only Veteran Champ Louis Barberi who matched my 342 miles / 24 hrs record ever came close to knowing what that feels like when he finished up in snow flurries his famous ride.

So with drilled sole summer shoes for a change to allow the water drain through and frequently squeezing the water out of my double layer gloves one at a time just by making a fist, I felt almost as comfortable as anyone could under the circumstances. But I forgot to cover my face with vaseline which was a draw back. My eyes achen chilly as usual slowly began to ache from the impact of constant raindrops like the proverbial chinese torture. Dirt was no problem for I had full fenders on the bike, but it's possible that my tear sacks got depleted trying to maintain the eyes moist-ure composition with saline or such. Regardless I finished under 8 hrs for 1st place. Had I known during the ride for sure I will fare so well, I would have tried considerably faster to make it even look better.

SUMMARY

The previous record I heard of was set by Mick Bistrom with 3 New Year Centuries. Obviously he had a good shot at the fourth one as well. So I had to plan for no less than five if I want to establish an overall lead. Now that I have pulled that off I feel very elated about it, and glad to share it with you. As for the record, I placed 1st on two occasions, 2nd once, 3rd twice. I also missed one, couldn't another, and had no chance to even start yet another. Still I think these are excellent results on 530 miles of investment regardless of who did them under the most adverse conditions. My hero in this project was 1980 Tour de France winner Joop Zootemelk, who started his professional career by winning off-season races that eventually led to his well earned and distinguished fame that also made him the most congenial and popular rider last year. I may have a shot at popularity, but less so at congeniality.

Meanwhile I'm glad I was first, and as I stated earlier I didn't even think I would succeed, but it didn't keep me from trying either. Maybe I'm a natural at doing things without having to worry too much about it... I really don't even know. So I just can't tell, but time will! And if that's how it would turn out, I would be glad but not surprised. So far all it proves I can ride well even alone if I must, but even I rather do it with my friends. In any case I'm glad to be a significant asset to cycling, and hope my example will prompt many of you to try and be one some day also. Remember that time is on your side and it's up to you how you will spend it. Every body can be of help to any body else at times, but there are certain things only you can do for your self. If an exercise like this can give you a chance at realizing your potentials, or bring you one step closer to it it's already worth the effort. Sport such as this has carry over benefits into character make up for real life situations. It's no accident that champions have their followers, often lasting lot longer than their career at it.

March Club Meeting Program

NYCC Meets CCT

This month Country Cycling Tours of New York City will present their riding philosophy and 1932 program for our consideration. This six year old business has organized successful day trips, 2-day weekends, 3-day holiday weekends, and extended tours to such places as Long Island, Eastern Vermont, Delaware, The Hudson Valley, Shaker Country, the Berkshires, Tanglewood, Nova Scotia, and Ireland.

Representatives of Country Cycling Tours will present their 1932 program, show slides of past tours, and discuss the types of riding and accommodations to be expected. Come and listen and perhaps suggest your own dream tour that Country Cycling can organize for you.

Meet at Artemis Restaurant, 76 Duane Street (just off Broadway, two blocks north of City Hall) at 6:00 PM on Tuesday March 9. Wine, men and women, and song!

Sara Schell Flowers, Programs

Membership Update

Susan Agnew	170 E. 94 St. #A	N.Y. 10028	876-2896
Jane Bosveld	299 Riverside Dr. #8A	N.Y. 10025	
James Dougherty	37 Montgomery Pl.	B'klyn 11215	789-7883
Merrilee Heifetz	506 E. 82 St. #6	N.Y. 10028	535-8223
Betty Morelli	25 W. 13 St. #5 S. No.	N.Y. 10011	675-3753
Boris Potievsky	19-24 Nimrod St. #2E	Ridgewood 11385	381-9064
Amy Schwartz	414 W. 121 St. #53	N.Y. 10027	864-2535

Correction

Thomas Palumbo 5 Tudor City Place #716 N.Y.10017

CHANGE OF ADDRESS

Susan Friedberg	210 W. 101 St.	N.Y. 10025	757-8679
Michael De Lillo	77-17 61 St.	Glendale 11385	456-8742
Michael Harvest	415 W. 47 St. #2B	N.Y. 10036	
Gloria Lasoff	324 E. 82 St.	N.Y. 10028	879-8679
David Moses	125-05 84 Ave. #5D	Kew Gardens 11415	
Ethel Robertson	61 Lock St.	Nashua, N.H. 03060	
Christopher Silva	255 Rock St.	Norwood, Mass. 02067	

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

PRESIDENT

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

V.P. PROGRAMS

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

V.P. RIDES

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

SECRETARY

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

TREASURER

Joe Hulbert
384 15th St.
Brooklyn N.Y. 11215
768-9374

EDITOR/A.D.

Bill Vojtech
4111 Ave. R
Brooklyn N.Y. 11234
339-1308

MEMBERSHIP DIRECTOR

Martha Ramos
75 Henry St. #16G
Brooklyn, N.Y. 11201
858-9142

CIRCULATION MANAGER

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

"A" RIDES COORDINATOR

Gloria Lasoff
1748 First Ave. #1G
New York, N.Y. 10028
348-2407

"B" RIDES COORDINATOR

Marsha Taegart
115 W. 85th St. #2
New York, N.Y. 10024
724-6336

"C" RIDES COORDINATOR

Phyllis Lehmann
621 Carroll St.
Brooklyn, N.Y. 11215
636-6037

PAST PRESIDENT

Jim Rex, Jr.
20-44 23rd St.
Astoria, N.Y. 11105
278-5512

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- 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" TRAINING RIDE SERIES

It's March and still cold but the "A" training rides have begun anyway. I know rumours will have you believe the "A" rides maintain a minimum speed of 28 m.p.h. and if you cannot keep up you are left behind, never to be heard from again.

Those of you who ride with the "A" riders will know these rumours are false. However, those of you who have never been on an "A" ride can only learn this for yourselves.

Speaking from personal experience, I suggest you come out for the training rides. If you were a strong "B" rider last year then there's no time like the present to join the "A" riders.

If you've got the time and the motivation, Chris Mailing's got the training schedule to make you an "A" rider. Granted, it will be hard work and you'd have to attend all training rides, but it could be worth it.

Hope to see you on the next "A" training ride.

- Gloria Lasoff

NOTES IN THE KEY OF "C" (Rides, That Is)

Sunday, March 28th! Only a few more weeks until the winds blow warmer, the sun breaks through, and "C" riders get back in the saddle again. As Martha and I lead you around in circles through Central and Prospect Parks, we'll be asking you to monitor your body and your bike to check for any rustiness in either. I'd suggest a few weeks of regular warm-up routines for the former and a cursory check of the latter, possibly accompanied by a visit to your local bike emporium if necessary. On the bike, look for such clinkers as: worn cables or brake shoes; loose or missing screws, nuts or other parts; broken or loose spokes; flattened tires; wheels out of true; basic adjustments. Try spinning the back wheel and shifting through your gears a few times. Don't forget to clean and/or oil your chain and other key parts.

There are several "C" training series taking shape, as you'll note in the ride previews. Martha and I have already mentioned our park rides, after which I'll be joined by Mike Antanis of AMC for joint rides in April, May and June. In addition, Ed Flowers and co-leaders Sara Flowers, Eric Gertner and Paul Grieder will be running a season-long program of gradual conditioning into "B" rides for present "C" riders or "other middle-aged people fighting sloth" (Ed's words).

Most importantly, I'd like once again to urge all of you to try leading a "C" ride -- it's EASY, fun and rewarding. I must point out that a number of our past regular "C" ride leaders are feeling the need to try other things or are developing into "B" and "A" riders, and I intend to do some "B" riding myself. Please help to share this pleasant responsibility so that our excellent series of "C" rides can continue all season long, on Saturdays AND Sundays. If you'd like to do a ride, please check the ride previews in advance and try to schedule around existing "C" rides so that we have as many different dates as possible. I'd be happy to help with planning, and the procedure for writing up, handing in and running a ride is EASY. Call me at 636-6037 evenings with any questions, concerns or ideas.

- Phyllis Lehmann
"C" Rides Coordinator

Ride Previews

Lee Gelobter has tentatively arranged a trip for April 3rd to the Protogs factory in Hicksville, L.I., which will be opened specially for the N.Y.C.C. Closeouts and irregular cycling clothing will be available at 1/2 price. Lee is counting on a large group. If you can't ride out, phone Lee to arrange a meeting time, and take the train. Details will be in the April Bulletin, or call Lee at 646-7037 in the evenings, or 788-2345 during the day.

ASSESSMENT '81

Martha Ramos

As a limited experiment and to better gauge the direction of club energies, a mini questionnaire was developed. To save space and postage the questionnaire was not mailed to the current membership or printed in the bulletin. Instead it was printed on our recruitment literature and the "opps you forgot to renew" letters. Therefore only those new or forgetful members who joined by mail had the opportunity to participate in the survey. A copy of the questionnaire is reproduced at the end of this article.

As of the end of December, 1981, club membership was 293 with 148 new and 145 renewals. Of that, 50 people filled out the questionnaire in some manner or another. The preliminary results are as follows:

QUESTION 1. a) 14 b) 29 c) 6 d) 5

2. a) 24 b) 22 c) 12 d) 8

3. a) 27 b) 40 c) 13

4. Fourteen separate responses - major interest expressed in weekend long rides.

The mathematicians in our membership will note that the individual questions add up to over 50 separate answers. This is indicative that many of the participants felt they enjoyed more than one type of ride or style of ride activity.

If all this has peaked your interest and to avoid that left out feeling, why not fill out the reproduced questionnaire? If enough additional interest is generated I will update this "preliminary" sample in a future bulletin article. Any comments related to the questionnaire would be appreciated.

NEW YORK CYCLE CLUB, INC.
P.O. BOX 877
BROOKLYN, N.Y. 11202

MINI-QUESTIONNAIRE: In order to better anticipate the needs of the club, we appreciate your answering the following questions. Circle the letter of the appropriate comment.

- 1) I ride my bike: A. every day, B. most weekends, C. 4-5 times a month,
D. not more than once or twice a month.
- 2) The type of riding I do is: A. 25 miles with frequent stops, B. 50 miles of a rolling terrain, C. 50-80 miles with 1-2 difficult climbs,
D. 75 miles and up - of a moderate to hilly terrain.
- 3) I enjoy rides that: A. have a specific theme or destination (park, museum, etc.),
B. go through scenic areas with a lunch or picnic spot as a destination,
C. cover a specific number of miles at a stated pace - terrain and destination are not that important to me.
- 4) Additional comments (i.e., more weekend rides, all club rides, time trials, patch rides, additional bike programs) _____



Why not also enclose your 1982 dues check and save yourself a stamp?

ADDENDUM:

CUPID IS CYCLING OVERTIME IN OUR CLUB! Not one but TWO engagements have recently been announced by NYCC members:

CAROLE CHAVANNE and JIM VER EECKE were overtaken by the chubby little bow-and-arrow wielding fellow on last year's inaugural bicycle tour of China, and will be married May 1st.

WINIFRED ZUBIN and LARRY REILLY had their engagement reported in the 1/17/82 New York Times (so they HAVE to go through with it!). They have not set the date yet.

I would say the Club's dues losses (\$14 vs. \$22 for each couple) will be more than offset by HOPE!

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COST- approx. \$95.00 includes: bus to and from ride, TOSRV registration, food stops, overnite dorm accommodations, TOSRV patch and certificate.

THIS RIDE IS ALWAYS A SELL OUT. SPACE IS LIMITED. SIGN UP NOW. For more info. call: Barbra Bates 932-6334.

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T O S R V

Sign me up! Enclosed is \$_____.

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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.? _____

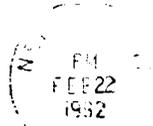
OTHER CYCLING CLUB MEMBERSHIPS _____

1982 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



DAVID C. MILLER
410 East 75th Street #1C
New York, New York 10021
212-794-9385



Christopher Mailing
Gloria Lasoff
324 E 82nd St #3C
NY, NY 10028

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