
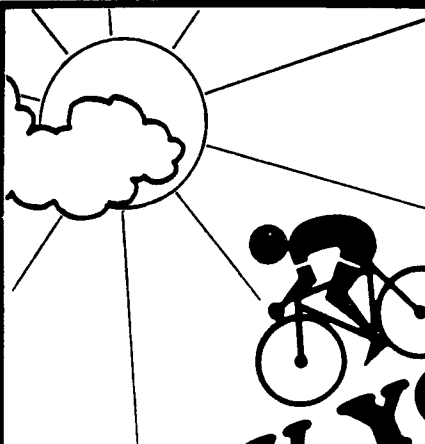


May
1982

MAY 1982



NEW YORK CYCLE CLUB

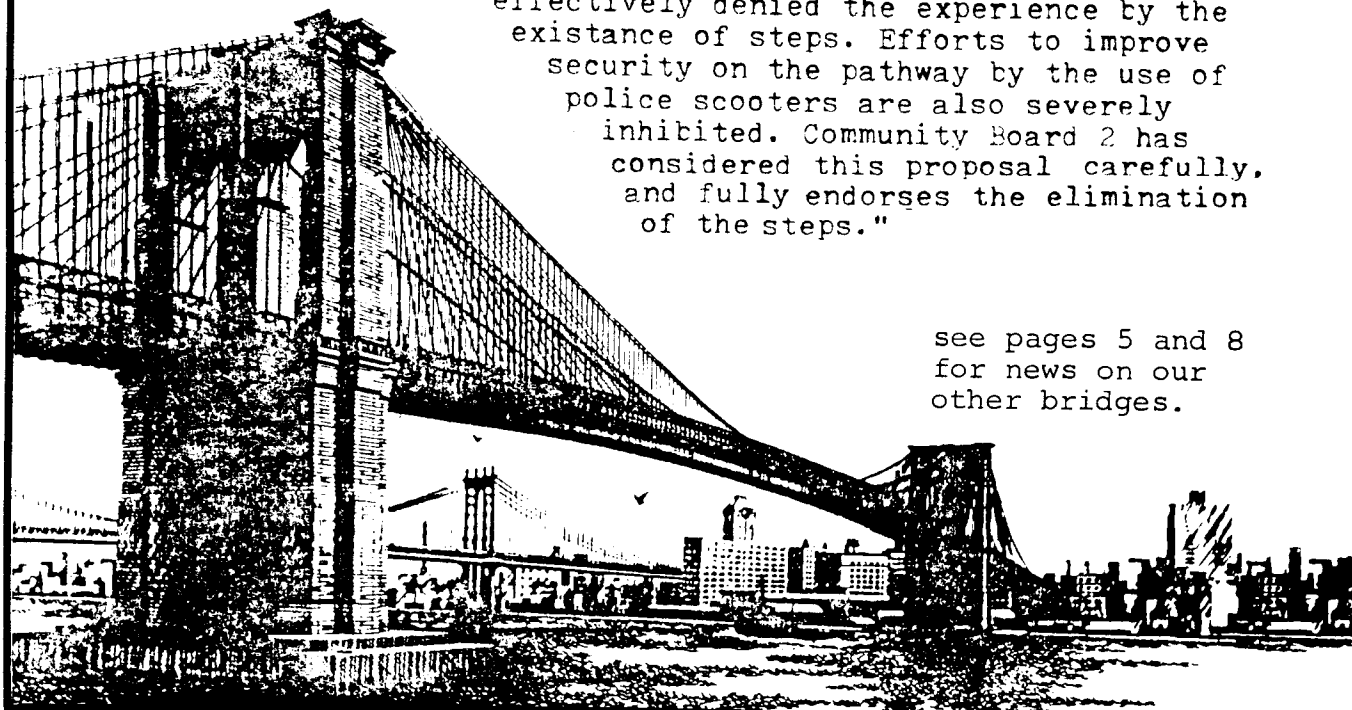
'The Brooklyn Bridge.'

Carol Bellamy, Council President: "While I am a most enthusiastic fan of the bridge, our highest priority must be to make certain the bridge serves the transit needs of our population. It seems to me that a ramp would provide easier access to the handicapped, to bicyclists, and most importantly, to police officers who patrol on motor scooters, without compromising the architectural integrity of this historic structure."

"It seems to me that **Landmarks** has left the realm of rational thinking."

Howard Golden, Brooklyn Borough President: "The City has a unique opportunity--and, in fact, a responsibility--to make the bridge secure and accessible to all New Yorkers, not just pedestrians and automobile drivers. People who choose to use bicycles, whether as an alternative means of transportation across the river or for pleasure, are now confronted with the physical barrier of some 24 steps. Individuals in wheelchairs who would like to enjoy the spectacular views afforded by the bridge are effectively denied the experience by the existence of steps. Efforts to improve security on the pathway by the use of police scooters are also severely inhibited. Community Board 2 has considered this proposal carefully, and fully endorses the elimination of the steps."

see pages 5 and 8
for news on our
other bridges.



GUIDELINES FOR CLUB RIDES

NYCC rides are intended to be friendly group rides; we don't like to "drop" or lose anyone. Riders whose physical or bicycle condition seem 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) Bring water, snacks, spare tube, patch kit, pump and lights for after dark.

RIDE CLASSIFICATIONS

		<u>Riding Pace</u>
"A+": ANIMALS:	Anything goes. Eat up 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
"E": 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 bike and their bodies; training up to "C". Frequent stopping and regrouping. Do not believe reports of mere mortals riding 100 miles or more in a day.	less than 8 mph

Any member may lead a ride. See the respective Ride Coordinator to submit a Ride Listing form:
 "A" rides: Gloria Lasoff; "E" rides: Marsha Taggart; "C" rides: Phyllis Lehmann.

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

Sat May 1, 8, 15, 22 "A" LEADERLESS RIDES Meet at the Central Park Boathouse at 8:30 am for an "A" ride, usually 50 to 70 miles. Destination decided by the riders who show up. For those wanting to try an "A" ride, this is an excellent opportunity. As there is no leader, everyone is responsible for themselves.

Sun May 2 "C" 30 mi 9:30 am GREEN, GREEN GRASS OF HOME BIKE RIDE Leaders: Phyllis Lehmann (636-6037) and Mike Antanis ((201)420-6232). Easy parking, easy pace, comradeship. Two former Queens residents show that Queens is more than the "bedroom borough" (whatever that means). Leisurely loop through the extensive Queens parks system for an enjoyable day of greenery. Bring lunch, a lock, a spare tube, and a friend. Rain cancels. Joint ride with A.M.C.

Sun May 2 "B-" 50 mi 9:30 am WESTBURY BREEZE Leaders: Ed and Sara Flowers (544-9168), Eric Gertner (989-1176) and Paul Grieder (261-0543). The ride takes 2 to 4 hours depending on the weather, your frame of mind, and how long we take for lunch in Bayville. Pace: 12 mph. The ride is over moderately hilly-rolling terrain through beautiful north shore country, with lunch at Bayville on the beach. The ride leaves at 9:30 am from I.U. Willets School parking lot on Long Island.

Sun May 2 "A" 110 mi 7:30 am MORRISTOWN MEANDER Leader: Ed Schweber (567-2661). Meet Ed at the Central Park Boathouse for a ride out to the Morristown, New Jersey area via the George Washington Bridge. Bike through wealthy suburbs, scenic parks, the Great Swamp Wildlife Preserve and lots of traffic free, semi-rural countryside. At least two, perhaps three food stops.

Fri-Sun May 14-16 "C" 40 mi NORTH FORK/ORIENT POINT, L.I. BIKE WEEKEND Leaders: Jeff Feld (724-7379 before 10 pm), Stan Eisman (873-2592), Robert Miller and Errol Stabiner. Join us on scenic routes along cliffs and beaches. Hotel overlooking the Sound in Greenport vicinity for \$25 per night, double occupancy. A non-refundable deposit of \$21.50, and other information is due to Mary Jo Carville, 283 Ave. "C" #12G, New York, NY 10009 by May 7. Call Mary Jo at 260-3576 for additional requirements. A.M.C. ride.

- Sun May 16
"B-" 50 mi
9:30 am
WESTBURY BREEZE Leaders: Ed and Sara Flowers (544-9168), Eric Gertner (989-1176) and Paul Grieder (261-0543). The ride takes 2 to 4 hours depending on the weather, your frame of mind, and how long we take for lunch in Bayville. Pace: 12 mph. The ride is over moderately hilly-rolling terrain through beautiful north shore country, with lunch at Bayville on the beach. The ride leaves at 9:30 am from I.U. Willets School parking lot on Long Island.
- Sun May 16
"A/B"
115 mi
5:30 am
MONTAUK CENTURY Leader: Rich Levin (648-3097). A flat, probably windy, 115 miles along Long Island's south shore. Meet at the Jamaica Station of the Long Island Rail Road (Sutphin Blvd. and Archer Ave.). Bring water bottle, pump, spare tube and \$15 for food. Advance sign up and payment of \$10 trip cost at A.Y.H., 132 Spring St., is required. Joint ride with A.Y.H. (see page 11)
- Sun May 23
ALL CLASS CLUB RIDE TO TALLMAN STATE PARK. Choose one of six rides, ranging from "C" to "A+", from New York City to Tallman State Park, arriving at 1:30 pm for picnic lunch and socializing with the rest of the Club. Either bring your lunch, or buy it at a nearby delicatessen in Piermont.
- "C" 35 mi
11:30 am
"C" Leader: Amy Weinstock (869-3050). Meet at the pedestrian ramp at the east end of the George Washington Bridge, at 178th St., two blocks west of Fort Washington Ave. (take the number 1 or "A" trains to 181st St.). The group will ride with the "C+" group meeting in Central Park (see below) across the Bridge, through New Jersey and up Piermont Road to Tallman Park. It's a pleasant, mostly flat ride (the reverse route will be essentially the same). Bring a lock, patch kit, spare tube, pump and things with which to play in the sun. The ride will be cancelled if there is precipitation one hour before meeting time.
- "C+" 45 mi
10:30 am
"C+" Leader: Phyllis Lehmann (636-6037). Meet at the Central Park Boathouse at 10:30 am. We'll ride at a moderate pace up Riverside Drive to the George Washington Bridge, where we'll meet the "C" contingent (see above). From there, we'll ride across the Bridge, through New Jersey and up Piermont Road to Tallman Park. It's a pleasant, mostly flat ride (the reverse route will be essentially the same). Bring a lock, patch kit, spare tube, pump and things with which to play in the sun. The ride will be cancelled if there is precipitation one hour before meeting time.
- "B" 55 mi
8:30 am
"B" Leaders: David Miller (794-9365), Marsha Taggart and Irv Weisman (562-7298). Meet at the Central Park Boathouse at 8:30 am or the George Washington Bridge Bus Terminal at 178th St. and Fort Washington Ave. at 9:30 am for a ride to Tallman Park via the marked route to Orangeburg and Greenbush Road to the climb up Bradley Hill. From there we'll go into Nyack via Highland Ave., and then down Piermont Ave. to Tallman Park. The ride involves three hill climbs.
- "A" 75 mi
8:00 am
"A" Leader: Gloria Lasoff (879-6199). Meet at the Central Park Boathouse at 8:00 am for a moderately hilly, moderately paced ride into New Jersey and Rockland County. There will be a stop for breakfast midway to Tallman Park. The ride will be a group ride, with maps available, and may be cancelled due to rain.
- "A+" 95 mi
7:00 am
"A+" Leader: Chris Mailing (879-6199). Meet at the Central Park Boathouse at 7:00 am for a fast ride up the east side of the Hudson River to Bear Mountain, then back down the west side to Tallman Park. Breakfast stop in Harmon. The ride will be a group ride, with maps available, and may be cancelled due to rain.
- Fri-Mon
May 28-31
BOSTON BIKE WEEKEND Leaders: Sherman Cohen (332-1990 before 10 pm), Lorraine Gewirtz and Bill Knight. Leave Friday after work. Revolve your wheels where the Revolution started. Easy to moderate rides with the Charles River Wheelman and our own Bostonian, Bill Knight. Visit Walden Pond (swimming)... Ice Cream Parlor Marathon Ride and on to distinctive homemade fat and sugar palaces... tour Ivy League area... optional Provincetown day ferry trip for whale viewing in Cape Cod Bay. Feast on

sea food, Chinese cuisine, fabulous Durgin Park roast beef as well as cheap eats at pier. Send deposit of \$27 immediately (group limited to 25) to Sherman Cohen, 1245 Avenue "X", Brooklyn, NY 11235. When registering, include the following information: name and address, home and work phones, when you can leave, from where, and whether you can supply transportation and for how many people and bikes. List any passengers you have arranged to take (include \$27 deposit for each). Deposit includes hostel accommodations. Food, entertainment and transportation are additional (approximately \$85). Passengers share gas and tolls with drivers. The deadline for registration has passed. Call or send deposit with self addressed stamped envelope for further information immediately. Joint ride with A.M.C.

Sat-Sun 24 HOUR PEPSI MARATHON Leader: Martin Karrin (770-5877 days). The
May 29-30 N.Y.C.C. has won the Pepsi Marathon the last two years; let's do it again!
50-300+ mi We need 20 to 25 riders to ride 50 to 300 miles (or more) in 24 hours. We
11:00 am also need 5 to 10 support people to help make this a winning effort. Meet
on the western (southbound) Central Park roadway at 72nd St. Even if
you're not riding or supporting, stop by and lend us your moral support.

Sat-Mon MONTREAL Leader: Bill Cooper (935-4550 days). Ride to Montreal via Route
May 29-31 9 in three days. Stay in hotels in Troy Saturday night and Keysville
"A" 400 mi Sunday night. Eat well! Call Bill Cooper for details, such as the meeting
5:00 am place.

Sun May 30 WESTBURY TO COLD SPRING HARBOR Leaders: Ed and Sara Flowers (544-9168),
"B" 60 mi Eric Gertner (989-1176) and Paul Grieder (261-0543). This ride takes about
9:30 am 5 hours, plus a lunch stop at Caumsett State Park. In addition to the
rolling country of Westbury, this ride takes in the scenic chic of Cold
Spring Harbor, Lloyd Harbor, Caumsett State Park and the Target Rock
National Wildlife Refuge. The ride leaves at 9:30 am from I.U. Willets
School parking lot on Long Island.

Ride Previews

1982 RIDING SCHEDULE

DATE	RIDE	LEADER/CLUB	CLASS	DISTANCE
6/4-6	Great EAsTern Rally (GEAR)	Harrisburg, Pa LAW	A/B/C	
6/12-13	Bear Mountain	Morelli/AMC	C	95 mi
6/13	Westbury to Cold Spring Harbor	Flowers, Flowers, Gertner & Grieder	B	60 mi
6/19	Strawberry Festival	AYH Bike Committee	A	100 mi
6/19-20	New York to Boston	Cooper & Bauman	A	220 mi
6/27	Albany	Bauman/AYH	A	155 mi
6/27	Westbury to Cold Spring Harbor	Flowers, Flowers, Gertner & Grieder	B	60 mi
6/27	Staten Island Round-Tripper	Antanis & Lehmann	C	35 mi
7/1-5	LAW National Convention	Dayton, Ohio LAW	A/B/C	
7/8-11	Bike Trek for Life and Breath	Bklyn Lung Assn/AYH	B	150 mi
7/11	Long Westbury Breeze	Flowers, Flowers, Gertner & Grieder	B	65 mi
7/25	All Class Club Ride/Old Bethpage Park	Rides Committee	A/B/C	
7/25	Long Westbury Breeze	Flowers, Flowers, Gertner & Grieder	B	65 mi
8/8	Eaton's Neck By Way	Flowers, Flowers, Gertner & Grieder	B	75 mi
8/14-15	Delaware Water Gap	Mailing	A+	280 mi
8/22	Eaton's Neck By Way	Flowers, Flowers, Gertner & Grieder	B	75 mi
10/3	Second Annual Bill Baumgarten Memorial			
	All Class Club Ride/Kingsland Pt.Pk.	Rides Committee	A/B/C	

Every Saturday, when there is no "A" ride scheduled, a leaderless "A" ride will leave the Central Park Posthouse at 8:30 am.

"DISASTER" ON THE GEORGE WASHINGTON BRIDGE -- AVERTED

Irv Weisman

It was Sat. evening, April 17; the rain storm was yet to arrive. The SEVENTH ANNUAL CHERRY BLOSSOM RIDE was nearing blast-off time, set for Sun. morning April 18, following months of advance notice to PATH that as many as 100 riders were planning to make their annual pilgrimage from NYC, via PATH, to see the cherry blossoms in Branch Brook Park. Mayors of towns along the route had been notified that we would be riding through, teams of hard-to-find virgins were bombarding the gates of heaven with supplications for good weather, the Japanese consulate set squads of incense burners to work with specially imported cherry incense for the cherry gods, and Shimano and Sun Tour provided low gears to Irv for the Fort Lee hill ascent. In addition, Richard Herbin had scouted and was making maps for his new 80 mile ride into Bergen and Rockland counties planned for Apr.18.

Suddenly, Richard's phone rings; it is Jeff Bogumil calling. His message, "The G.W.Bridge is closed this weekend for ongoing repairs." Panic grips Richard's heart. He calls Irv. Panic grips Irv, too. What will happen to those hordes of Cherry Blossom Riders who roll up to the bridge after struggling their way up Fort Lee's hills, like salmon returning to their spawning grounds, only to find the bridge closed to them? Hysterics? Bikes thrown on the roadways? Mass suicide by those many riders who would not have the energy to retrace their way all the way back to Newark PATH in the dusk? It might even escalate to a harsh word or two with the guardians of the bridge. Terrible, terrible!

Richard and Irv called various bridge representatives, but the people on duty saw no way out - their instructions were that the pedestrian walks could not be used. For further clarification, we could call the Bridge Manager, on Mon. between 9 and 4. Monday, indeed! We thought that it should be possible to use the roadway, with bridge emergency trucks running interference for the pack. In 10 minutes the "disabled car", i.e.the 80+ riders expected, could clear the bridge. But the officers on duty would not entertain the idea; "After all", they told us, "the roadway is an active one." (But we wanted to keep it active, too, with bikers, pursuing happiness at 10 mph rather than 55 mph. We felt that there were enough lanes on the bridge so that repairs should not automatically mean that one segment of bridge users is simply dumped, with no alternative method of crossing provided. A 10 minute slowdown of one lane does not seem to us to be so earth-shattering a solution.)

Happily, the problem was relayed to the Bridge Manager, who, with Lt. Naughton of the bridge police, devised a plan to allow us to walk across the pedestrian walk at preset times. Richard's "A" riders were walked from the NY side to the NJ side in the morning, and both biking groups, carefully timing their arrivals at the bridge for 4 PM, were walked back to NY at 4:30 PM after all the stragglers had arrived.

A beautiful day of riding, and a visit to a once a year cherry blossoming event, was able to take place because of the emergency cooperation of bridge authorities who found a solution satisfying both the needs of public safety and the needs of the public to use the bridge. We thank them for their understanding and cooperation, and thank the officers involved in the actual passage for their friendliness and good will.

Incidentally, because of Irv's advance communications with the mayors of towns along the route, the Cherry Blossom Riders found themselves escorted through Newark, and had police control of several traffic intersections. Although this intensity of police effort was not solicited, it did expedite our passage through some areas, and is much appreciated.

And, as is sometimes the case, we had some breakdowns, which were most competently handled by John Lubaszka who made the necessary repairs and brought his charges to the bridge comfortably in time for our group crossing. He, and the other leaders, David Miller, Martha Ramos, and our treasurer, Joe Hulbert who was pressed into service during the ride itself, make large expeditions like this possible, and provide that sense of camaraderie which makes club riding so satisfying. My personal thanks to them all, and to Jeff Bogumil, a non-member, who brought the problem to Richard's attention in the first place.

Martha Ramos

How many times have you taken part in a ride and thought you would like to repeat the ride but didn't know the route? Or, looked at the schedule only to find your type of ride is not listed for that weekend? Consulting the various bicycle books doesn't usually help as they are fond of describing routes whose starting points are accessible only by auto (oh no - a four letter word!).

Yet, we have all been on rides that are accessible from the city and still manage to traverse along scenic and under utilized roads. One effort to answer this need has been the N.Y.C.C. marked routes (one 25 miles and one 50 miles) in N.J. and Rockland county. The general drawback to this partial solution is that as lovely as these routes are one does wish to see other areas. Besides, painting arrows on all the routes traveled by the various bike clubs would be chaotic.

With these considerations in mind, I am taking this opportunity to start a series of articles under the working title of Metropolitan area "Bicycle Linkups". Each month or so, I propose to write up a bike route that would be accessible from the N.Y.C. area without the use of a car (and usually to a particular destination). Save your bulletins and by the end of the series you will have 8-12 rides to choose from when the above cited occasions arise.

I would also like the assistance of the club membership and of course our ride leaders. Many of you go to the trouble of preparing your own maps.

If you do, why not make an extra copy of the trip and submit it to the editor for inclusion (and credit) in this series of articles. This would increase the number and type of rides published. Another way to assist is your comments on the published rides. Many of the routes are rideable by more than one route. If you are aware of an alternate, let me know and where possible I will include your comments in the following month's article.

The format chosen for this series is that of the verbal map. I have opted not to use a topographic rendering due to a combination of space limitations and my lack of artistic ability. Highway maps can be obtained from the Exxon Travel Center at 1251 Sixth Ave. in Manhattan. They are open Mon.-Fri. 10AM to 5PM and the maps are FREE.

"BICYCLE LINKUP #1"

RISE: CENTRAL PARK TO FORT LEE, N.J. (@20 miles)

STARTING POINT: West 72 St. and Central Park West → Straight down W. 72 St. towards Riverside Drive → bear Right onto the Drive → follow the Drive to W. 165 St. → bear Right onto W. 165 St. (up a hill) → Left (after one block) onto Ft. Washington Ave.

* PLEASE NOTE: At the intersection of 165 St. and Ft. Washington for 2½ blocks, Ft. Washington is a ONE WAY STREET. WALK YOUR BIKE FROM 165 to 168 where the Ave. again becomes a 2 way street. I prefer this route since the traffic on Ft. Washington is not as congested as on Broadway. If you prefer to use Broadway, continue riding on up 165 St. to the intersection of 165 and Broadway. Make a Left onto Broadway and remain on Broadway to W. 177 St.

Remain on Ft. Washington Ave. to intersection of W. 177 St. → Left onto W. 177 St. → Right onto Haven Ave. to W. 178 St.. You are now at the entrance to the George Washington Bridge pathway. Access onto the pathway is by way of a narrow (but rideable) ramp. The choice is yours to ride or walk up the ramp before continuing across the Bridge. As you approach the end of the Bridge pathway make a Right onto Hudson Terrace.

Follow the Terrace for ½-2 blocks to the Ft. Lee Historic Park.

RETURN ROUTE: Hudson Terrace → Right onto the C.W. Bridge pathway to the N.Y. side of the Bridge → Straight up W. 178 St. to the intersection of Ft. Washington Ave. → Right onto W. 165 St. → Left onto Riverside Drive → follow the Drive to W. 72 St. → Left onto W. 72 St. to the Park.

Membership Update

Richard Cassin	2185 Grand Concourse #5E	Bronx, 10453	584-6775
Sidney Fuchs	300 Mercer St. #8A	N.Y. 10003	982-6970
Michael Katz	200 E. 30 St.	N.Y. 10016	725-0736
Hoover Lee	260 65 St. #18F	B'klyn, 11220	836-6011
Howard Levine	83 Park Terrace W. #2E	N.Y. 10034	569-6073
Edward Meyers	61-68 77 St.	Middle Village, 11379	426-6221
Marcia Meyers	32-20 89 St. #311	Jackson Hts., 11369	672-4039
Joseph Neiman	120 W. 71 St. #4F	N.Y. 10023	787-1381
Gerda A. Reins	617 W. 113 St. #63	N.Y. 10025	662-6706
Sharon Salit	282 Cabrini Blvd. #1C	N.Y. 10040	928-9595
Ben Stempel	1558 Second Ave. #3F	N.Y. 10028	737-8716
Judith Weiner			

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Joseph Garcia	134 Carbin Ave. #302	Jersey City, N.J. 07303
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REWARDS

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Call or write the Brooklyn Lung Association,
293 Schermerhorn St., Brooklyn, N.Y. 11217,
(212) 624-8531 for more information.

(In cooperation with the American Youth Hostels, Inc.)



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Some people think biking against
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against it.

So are lots of other hard facts.

Like the pedestrians who look the
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of you.

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And like the collisions that take

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is exactly that.

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information call us
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New York Metropolitan Area



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BICYCLE TRANSPORTATION ACTION/5 April 1982

Safe and continuous bicycle/pedestrian access on Brooklyn and Queensborough bridges is at issue.

A. Access During Construction. The NYC Department of Transportation announced 3/23 that bicycle/pedestrian access would be cut on the Brooklyn Bridge for at least 8 months starting in August. Significant objections by bridge users caused bid opening to be postponed from the 4/1 date. A plan proposed in February for temporary access is now receiving serious consideration. DOT staff and consulting engineers have stated no structural objection, but have included in cost estimate much which is unnecessary, in scope of original contract language, or exaggerated. Queensborough Bridge bicycle/pedestrian access is scheduled to be cut for a minimum of 18 months starting in December, save for 2 hours a.m. and 2 hours p.m.

B. Brooklyn Bridge Bicycle/Pedestrian Access Design. The safe continuous ramped surface originally planned is still at issue. While the Mayor stated July 24 that "the existing stairways on the promenade will be replaced with ramps making bicycle/pedestrian access (and police scooter patrol) much easier," NYCDOT later directed engineers to amend plans at a cost of \$190,000 to include stairs, rejecting \$3.5 million in federal funds in the process. The City Council Transportation Committee held a three-hour hearing December 11 at which there was overwhelming support for ramps and opposition to stairs by public officials, community, business, disabled, and bicycle groups. NYCDOT has deferred the question by excluding the barrier stairs from the current bid, with an intention to "repair" them. Stairs endanger bicyclists and pedestrians, preclude efficient police scooter patrol, and prohibit disabled access.

ACTION NEEDED. To support serious treatment of bicycles as a legitimate and important mode of urban transportation:

1. Call and write Mayor Edward I. Koch, City Hall, New York, NY 10007/566-5700; NYC Transportation Commissioner Anthony Ameruso, 40 Worth Street, New York, NY 10013/566-8385; your Borough President and legislators in Congress, State Senate, Assembly, and Council. To get name, address, phone of legislators, call the League of Women Voters, 674-8484, Monday-Friday, 10-4. In calls and letters, indicate how governmental action and inaction affects you, colleagues, and neighbors.
2. Circulate this to colleagues and urge their active support. Encourage membership in LAW and Transportation Alternatives. Speak at community board meetings. Request that bicycle transportation issues be added to organization agendas. Write editors of daily and weekly newspapers.
3. Advise me of (a) public officials' responses (b) if interested in working on specific issues (c) if you need further information. A copy of my periodic advisory on New York bicycle transportation is available on request.

LEAGUE OF AMERICAN WHEELMEN

The national organization of bicyclists ☛ P.O. Box 988, Baltimore, MD 21203 ☛ 301/727-2022 ☛ Founded 1880



KEN ABRAMSON MOVING TO BURLINGTON, VERMONT

While climbing my bike up Mount Washington last fall I decided I would like to live in northern New England. During the month of May I will be moving to Burlington, Vermont, where I will be auditor for the State of Vermont.

Riding and discussing bicycles with club members has been among the true pleasures of life. Carrying on that tradition in the Green Mountain Bicycle Club will aid me in managing the rugged terrain in Vermont. Serving as treasurer of The New York Cycle Club was an excellent experience; thank you for your encouragement.

I hope to see my many friends before leaving New York, and plan to visit the club whenever I am back in town. Hoping all your biking adventures are enjoyable, and all goes well with the New York Cycle Club.

Martin A. Karrin was wed to Joan C. Gottesman on April 18, 1982. Martin will again be running the support for our clubs Pepsi Marathon effort.

Experienced B-rider whos' seeing eye dog can't reach the pedals on her 12-speed tandem needs people to ride with. Contact Maureen Young, 239-1474.

Starting with the June rides, I will be taking over for Gloria as the 'A' rides co-ordinator. I would like to see every 'A' rider do some leading this season and would especially like to see a more regular 'A-' schedule. If no one leads 'em - we can't run 'em!

Leading a ride is lots of fun, not difficult, and the one way to ensure a trip exactly as you would want it. For route suggestions, or other help - give me a call. If you'd like a co-leader, I'll try to arrange it. Meanwhile, I'll be canvassing the pack to see when you can be available.

Till I see you on your rides,

Best Wishes
Ed Schweber
Phone: 567 -2661

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	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

TO CHINA...WITH BIKE

This month NYCC member Maggie Clark will take us further into Spring and far out of the U.S. via slides taken on her very recent bike trip through China with China Passage, one of the three or four groups now arranging bike trips through Mainland China. Maggie's group was the first to cross the border on the bikes.

Maggie rates herself a C rider, but she did three weeks of cycling with a top day of 70 kilometers (before lunch!) and many days of extreme hills. The trip started in Macau, progressed to Guangzhou (Canton to many of us), ventured far into the Guangxi Area, and concluded in Nanning.

Maggie has lots to say about the Far East, plane travel (she is about to get a settlement for the dent in her bike frame), and how to combine business (Maggie is with the NY State Power Authority with special interest in mass burning resource recovery) and pleasure.

Come at 6:00 for socializing, 7:00 for supper, 8:00 for the business meeting, and 9:00 for the program. See you at Artemis Restaurant, 76 Duane Street (just off Broadway two blocks north of City Hall) on May 11.

Sara Schell Flowers, Programs

April Board of Directors Meeting

SUMMARY OF MINUTES (UNAPPROVED):

There are no minutes -- no seconds even.

The April 6, 1982 board meeting was snowed out by the Spring Blizzard of '82.

The next board meeting will be held May 4, 1982, most likely.

PACKING FOR A "SUPER-TOUR"

Bill Vojtech

Before you can pack for a super-tour, you must be able to answer the question-"do I really need it"- with total honesty.

Things like cook stoves, omelete pans, veg-o-matics, portable T.V.s and C.B. radios don't find their way into a super-tourists' traveling bag. The old saying about heavy wallets and light loads certainly holds true on this kind of ride.

CLOTHING

An overnight in a motel usually includes a restaurant dinner. This means that you'll need civilian clothing. From the bottom up:
LIGHT FOLDABLE FOOTWEAR- slippers are good, avoid the big fuzzy ones, the better eating establishments frown on them.

SOCKS- the pair that you wear to dinner can be worn on the road the following day.

PANTS- thin, light material; avoid jeans, too bulky.

UNDERWEAR- in case your fly opens.

SHIRT- lightest possible.

Other cycling clothing to be carried to protect you from various weather conditions are: leg and possibly arm warmers, and a rain jacket.

You can get away with wearing the same shorts and jersey on the second day, after all, within an hour of starting it's all the same any way.

TOOLS/SPARES

Some tools can be shared on an organized group ride, but I'd never want to be without a pump and spare tires(tubulars) or tube, patch-kit and tire irons(wired-ons).

REPAIR ITEMS:

SPOKES, ETC.- spokes should only be brought if the tools needed to pull the freewheel are also on the ride. these are a freewheel removing tool that fits your particular freewheel, and a wrench, or even better, a new tool called the 'Pocket-Vise'.

CHAIN TOOL- I've never needed one on the road, but there's no easy substitute for one.

ALLEN KEYS- bring whatever sizes you need to adjust your stem, handlebars, and seat post; these turn easily in a minor spill.

I don't bring a 6" adjustable or spare cables. All cables should be inspected for wear, and all nuts and bolts should be tight before you leave. I have never seen anything work loose in the course of a weekend when it was properly fitted and adjusted in the first place.

The only exceptions are the crank fixing bolts on alloy cotterless cranksets. These need frequent tightening for the first 1 or 2 hundred miles after an overhaul. After that they stay put pretty well, but deserve to be checked periodically to be sure.

LUGGAGE

The items listed on the first page can be compressed into a suprisingly small bundle.

I have found that a handlebar bag, mounted on an Eclipse Seat Post Thing is ideal.

I prefer to have the bag behind me because that much weight on the handlebars makes steering difficult, if not dangerous. Having the weight tucked under the saddle brings it closer to your center of gravity than putting it on your rack does. This makes 'out-of-the-saddle' hill climbing easier, since the weight shifts less when you rock the bike from side to side.

Test ride your loaded bike before you take off. See if it handles OK. Does your baggage stay secure? Even on cobble stones? Are the gears and brakes adjusted perfectly? Are the wheels true?

There are no excuses for repair stops other than for flats or an occaisional broken spoke.

American Youth Hostels

132 Spring Street, Room 5 New York, N.Y. 10012

MONTAUK CENTURY

SIGN ME UP FOR THE MONTAUK CENTURY... ENCLOSED IS \$ _____

name _____

street _____

city _____ state _____ zip _____

HOME PHONE _____ WORK _____

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.? _____

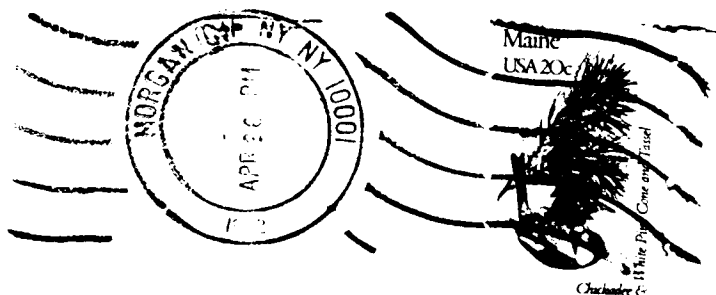
OTHER CYCLING CLUB MEMBERSHIPS _____

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
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New York, New York 10021
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