March
1982
“Bottle Bills” mean cleaner roads for cyclists
NYCC rides are intended to be friendly group rides; we don't like to "drop" or lose anyone. Riders whose personal or bicycle condition seems inadequate for the ride are to be turned back by the leader. Our leaders are truly reluctant to do this, so please cooperate with them:

1) Select rides within your capabilities—avoid downgrading the ride for your fellow riders and stressing yourself "trying to keep up"; or, conversely, demanding a faster pace than advertised.

2) Be on time or a bit early. Rides will leave promptly.

3) Have your bike in good condition; both brakes working, properly inflated tires, adjusted derailleurs, no loose parts.

4) Eat a good breakfast; bring water, snacks, spare tube, patch kit, pump; and lights for dark.

RIDE AND RIDER CLASSIFICATIONS
(See, also, the detailed classification graph in the Feb 1981 Bulletin)

A+: ANIMALS: Anything goes. Eat up the roads, hills and all.

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.

B: TOURISTS: Moderate to brisk riding along scenic roads, including hills; destination not so important. Stops every hour or two.

C: SIGHTSEERS: Leisurely to moderate riding. Destination oriented: nature, historical, cultural. Stops every half to one hour.

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.

Central Park Boathouse phone numbers are: 550-9521, 744-9813, 744-9814.

Sun Mar 21
"A" TRAINING RIDE NUMBER 5 Leader: Chris Mailing (879-6199). Meet at the Central Park Boathouse at 8:30 am for a ride to Mamaroneck, White Plains, 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.

8:30 am

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 office at 179th St. and Hillside Ave. in Queens (take the "P" train to the last stop) or at 10:00 am at the L.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.

9:00 am

Sat Mar 27
"A-" 68 mi
"A" TRAINING RIDE NUMBER 6 Leader: Chris Mailing (879-6199). Meet at the Central Park Boathouse at 9:30 am for a ride to Woodbury, 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.

9:30 am

Sun Mar 28
"C"
SUNDAY IN THE PARKS, I Leaders: Phyllis Lehmann (636-6037) and Martha Ramos (858-9142). PART A: Brooklynites and other similar types meet 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.

10:00 am
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 OTR 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 Marsha and Martha 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 month's 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 patrolling costs, moves twice as many people per hour during 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, a club, can do something about. Always be courteous 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 blits", hardly anything 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.

<table>
<thead>
<tr>
<th>Many benefits</th>
<th>ACTION ALERT</th>
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<td>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:</td>
<td>The NY State Bottle Bill will once again be introduced in the Senate and House. We need letters to insure the best possible vote out of NY State legislators.</td>
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<td>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, 4,646 in Michigan (4,888 jobs created minus 240 jobs lost). For the entire U.S. the GAO estimated a gain of about 66,000 jobs in the first year of implementation of a nationwide deposit law.</td>
<td>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.</td>
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<td>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.</td>
<td>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 co-sponsor the Senate version of the Bottle Bill, whose prime sponsor is Senator Lack.</td>
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<td>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 billion BTU’s without the law, 234 trillion with the law).</td>
<td>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. These members of the committees from NYC who are not included on this list are already firmly on our side.</td>
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<td>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).</td>
<td>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.</td>
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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.

LEAGUE OF AMERICAN WHEELMEN MEMBERSHIP APPLICATION

(please print or type)

□ New
□ Renewal

NAME(S)

ADDRESS

CITY STATE ZIP

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
Totals: 8 Averages
Stupes: 4292.7120, 1529.67, 520.2770, 2148.95, 1350.7150, 1155.6540, 1398.1590, 1585.0700
Peters: 3200.7250, 2572.0410, 11116.3630, 3582.9570, 3986.2681

With relative success over the years I have experimented from minimum to optimum training regimes, 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 things on coming occasions. Often I grew with the experience that I would believe I would, but because I had tried when I couldn't believe it's possible.

Sometimes you have to prevail on a remote ray of hope; while giving up would be an easy way out. The contrast, that it brings rededication just cannot be disregarded. 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.

I've learned; 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 "tactician" in every way. To use my experience, you will have no problem in getting on a good day. The only reason to neglect this is that I might lose it. The iron will is the most of it. The iron will is the most.

Whenever I was faced with adversity, I was confident that I will come out on top. I worked hard and was successful at it, even if never will be a millionaire. After all most people aren't.

Now I had to contend without breaks but by slowing down sooner at every turn, and compensate for it with a sprint after coming out of the remaining 65 miles. Since I was still in the prospect to earn a trophy, I couldn't afford to drop out. Besides I was still in the lead. However my muscles didn't suffer or drop out. But it hugged rather than bulldozed, were developed for pushing the pedals forward than it's perverse. In that sense, paradoxically to keep going was the easy part of the ride, while speed remained less of a determining factor. This was further complicated by the temperature shot up to 30 degrees thawing out the ice and the local dog crap under it. On top of it dog owners on their daily "walks" came out in hordes turning then lose in our path, only to have a new location place us in the wrong place so we zig zagged. In this area of city, it is completely would be put into jail if I behaved as dog owners had allowed their pets, even if my name is box or had been Fido makes no difference. So what's this exemption rocket from Normal was. Because at least I could be about? My name is at least 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 bicycle for the convenience of one dog owner who had the leash in her hand, but she was lazy to put it to use. Naturally the dog jumped from the guy riding ahead of us and we both got hurt. Another time I seen a woman fly over the handlebars under similar circumstances and break 3 ribs. But that I don't like animals, I just hate stupid owners. So much for the highest significance that literally surfaced during that ride, so finished in 7:49:14 with some knee cap and groin, from someone else's bike that wasn't adjusted to my body dimensions. I lost 6 lbs, bought a cold for two weeks, and been stiff for days after wards.

Poor Jamie who could have competed as well, was freezing along with us the same time. He even got stuck with a tree at that, age. He even got stuck with a tree at that, age. He even got stuck with a tree at that, age. He even got stuck with a tree at that, age. He even got stuck with a tree at that, age.

Before it begins to look like a self serving sermon by some high Priest of Cycling, I must 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 ones, there could be only one Jim Box, who may want to be himself even in the eyes of others.

By 1974 having done my first Double Century, the new challenge ahead was ridding an Oregon New Year. Same year, my predecessor Jim Ellis of CRDA challenged me in how, but we start after midnight, but puh! advised me to stay out of Centralia (5.) I won at night, Jim无偿ly helped to be Hells Judge and count laps if we would do it in Florida (1.) I agreed.

Then we took off at 7:39 A.M. in 23 F with wind gusts up to 29 mph, as I riders turned it into a game of attrition over icy paved roads and repetitious turns on a short course. I had some cyclocross experience from Europe riding over mud and ice but the others were less lucky. After 35 miles we had a glimpse of glory taking the lead as others began to crumble and drop out with frozen extremities. But soon my front tire flattend, half lap after I changed it my rear went flat too. By the time I came around I also bunted my cluster. Jamie still a gray spigot the winter turned my hydraulic clean brand new track bike to continue, but I lost my lead to Carl Stein.

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 10 miles and drink so I wouldn't lose 10 hours with tiredness and I was freezing. This new development was also one of the major issues which I had 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 Ph.D in psychology, I'm not even a doctor. I just specialize in women. I mean, I've heard all of them. Often, I hear them, or I should say, 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....

and the overall attitude acquired over getting through the war 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 his other side. I often felt more than ample with my element of handling dangerous situations. That is facing it with essentially healthy sceptical awareness which helps, rather than with blind confidence that one is immune to disaster. Converting all the time to be more of a rider even tomorrow in one piece carefully, than all bust up today if I'm not.

In some sense the ride went OK, but wind chill was getting to my face and eyes. On a hill that set in on the warm side, getting by tires just weren't warm 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 and the parts of the tires in the snow. I point of the action is still essentially minimally, 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 had an accident with another car. He was coming from behind the great that blocked his view until he was on top of me. So 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 lined up that I had to make do with one cog and triple chainwheels.

Now that I was riding alone, eventual boredom was taken't off 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 everyone would be contended every mile. The biggest accomplishment was the break of the fear of ice. I gave this matters some mention on p.6 Feb 77 bulletin.

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

I went on to test 50# Michelin foldable tires for the rest of the year. This also took me in the Mohave desert for 3 days in mid July's 135 F for a consecutive 340 mile test. I felt prompted to be atel 12 or 16,000 snow peaked mountain in the Sierras to cool off. I finished it with a 41 mile climb which was getting steeper as it went on. By the time I got to the top my toemans turned blue from the heavy dose of pedal pressure. It set out of place to mention along my Central year 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 got a suntan, 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 chills at 90 degrees, but heart someone catching pneumonia at 105 too. So much for the relativity of cold weather riding. But back in town I promised to treat the times in cold weather and rain too.

In possible. It started at all day rain up to 54 F and 20 mph headwind. For a change I could carry my own drink that was warm to ice. Apart from full length rain gear I wore rubber boots half way 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 where 10# riders passed me. One of them Nick Biston who rode 1978 and 1977 with the head, the name etc. I just hoped the weather would make it impossible to upset. I wasn't even on a bike the past two and a half months. I lost it in powers of the prayers when the weather turned out to be nice. Like 50 F up to 60 with the usual wind blowing. 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 Sam to find out the restaurant was closed, a good laugh to see how sad people had haven't sobered up yet from last night's celebration. 25 miles from the finish I was getting close to the books, and passed by a CHA friend. But made to 2nd place just 0.2 hrs. My eyelids were cold the longest after ward.

1979 I was well prepared and looked forward to a good ride for two weeks in advance. The weather never did fare as bad was forecasted with 5" of snow after by afternoon. But I took no chances at getting stuck all day, as while 3 CHA riders finished in daylight, Snow of only 1" fall after sundown. It was very frustrating to play the role of a wall flower before blooming as a vine, for I had to wait for hours. But now you might say, on the wall we all are. But I had the lead of the group to pace two third of the ride in pouring rain, holding wind as they were whipping directions at me. I got a set of blue toe pages from from the others while keeping seared 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 all in all, but for the next New Year Century I had to ride my time, which finally arrived.

1992 put icing on the cake. Nonstop rain kept falling from the sky from before even familiar route. I knew I had the edge to capitalize like with a snow run in the 40°F temperature and 25 mph gusting headwind. Like once before, snowing body, soaked wet to the skin, chilled to the bone, waiting 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 Barbari who matched my 342 miles / 24 hrs record ever close to knowing that what feels like when he finished up in snow flurries his famous ride.

So with drilled sole summer shoes for a chance to allow the water drain through and frequently squeezing the water out of over double layer gloves and a time just by making a thin as almost as comfortable as anyone could under the circumstances. But I forgot to cover my face with visorline which my face line flanger and visorline 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 my face line became wet. I could see and mouth got dejected dry by near tears got delapidated and very parched. I maintained the eyes much like. 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 Nick Biston with 3 New Year Century. Obviously he had a good shot at the four one also. He did well for the 4, I felt almost as comfortable as anyone could under the circumstances. But I forgot to cover my face with visorline which my face line flanger and visorline 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 my face line became wet. I could see and mouth got dejected dry by near tears got delapidated and very parched. I maintained the eyes much like. 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.

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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 6:30 PM on Tuesday March 9. Wine, men and women, and song!

Sara Schnell Flowers, Programs

Membership Update

Susan Agnew 170 E. 94 St. #A N.Y. 10028 876-2896
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Merrilee Feifetz 506 E. 62 St. #6 N.Y. 10028 535-8223
Betty Morelli 25 W. 13 St. #5 S. No. N.Y. 10011 675-3753
Soris Fotievsky 19-24 Minrool St. #2R Ridgewood 11385 361-3064
Amy Schwartz 414 W. 121 St. #53 N.Y. 16027 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 456-8764
Michael Harves 415 W. 47 St. #2B N.Y. 10036 879-8679
Gloria Lassoff 324 E. 82 St. N.Y. 10028 361-3064
David Moses 125-05 84 Ave. #5D Kew Gardens 11415
Ethel Mashon 61 Lock St. Nushua, K.H. 03060
Christopher Silva 255 Rock St. Korwood, Mass. 02067

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

PRESIDENT
Bill Cooper
185 Wyckoff St.
Brooklyn, N.Y. 11217
395-3733

V.P. PROGRAMS
Sara Flowers
111-50 76th Rd. #2
Forest Hills, N.Y. 11375
544-3866

V.P. RIDES
Eileen Walling
324 E. 82nd St. #1C
New York, N.Y. 10028
879-6199

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47-12 49th St.
Woodside, N.Y. 11377
937-7637

CIRCULATION MANAGER
Dave Miller
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774-0565

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369-2007

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724-6536

ADVERTISING DIRECTOR
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76 Henry St. #6B
Brooklyn, N.Y. 11201
858-9142

CIRCULATION MANAGER
Dave Miller
410 E. 75th St. #12
New York, N.Y. 10021
774-0565

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Pricing
Full page advertisement $50.00
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Per line (more than 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
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$1.00 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 AHC 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 "ups 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) 34 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 EECHE 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 lst.

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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BIKE WANTED

Mens' 50cm touring 10 or 15 speed. 27" wheels, 531 double butted tubing short top tube. Call Lin 737-3887

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TOUR OF THE SCIOTO RIVER VALLEY

AYR-TOSRV BUS TRIP MAY 7th-9th

This annual tour is a world classic; 210 miles in 2 days. The route goes from Columbus Ohio to Portsmouth and back.

Thousands of cyclists from all over the country participate each year.

COST- approx.$95.00 includes: bus to and from ride, TOSRV registration, food stops, overnight 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 $__________

NAME ______________________________

ADDRESS ______________________________

CITY____________________ STATE________ ZIP________

HOME PHONE ______________________________ WORK PHONE ______________________________
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, its 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 2 E2nd St #30
NY, NY 10028

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