

December
1983

NEW YORK CYCLE CLUB

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Chris Mailing
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IN ITS 47TH YEAR

December
1983

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B RIDES COORDINATOR

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C RIDES COORDINATOR

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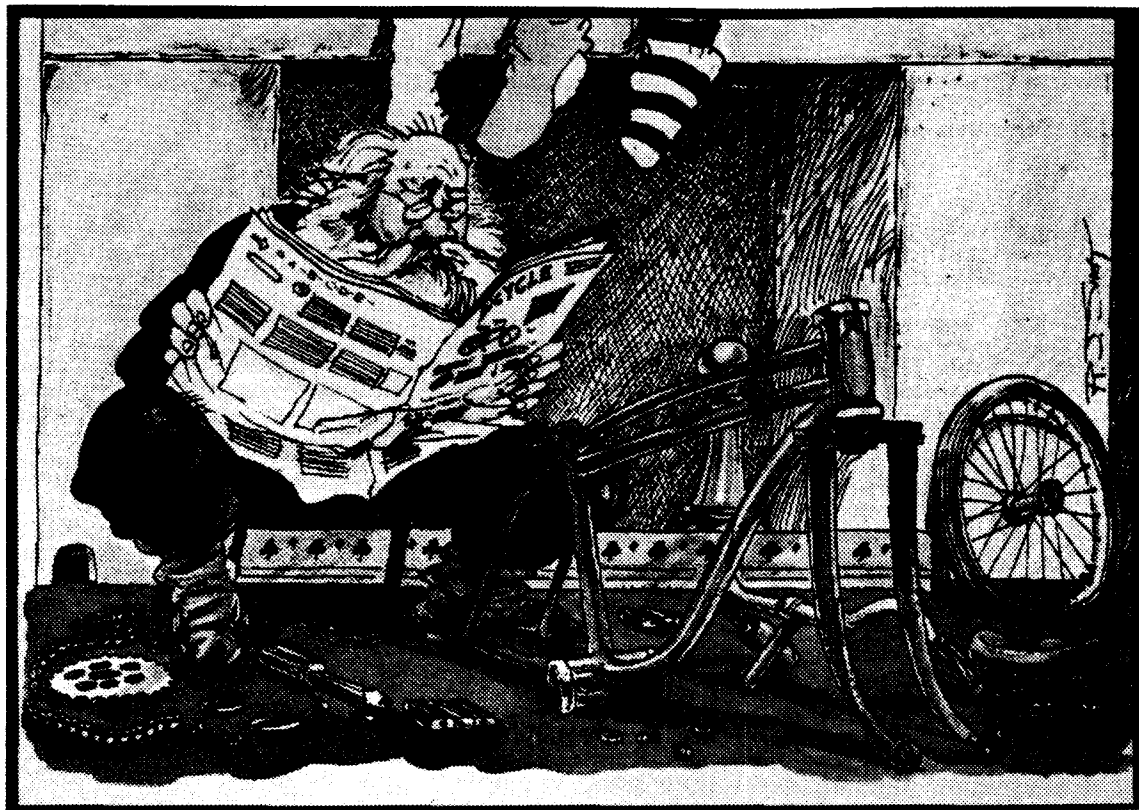
PAST PRESIDENT

William Cooper
183 Wyckoff St.
Brooklyn, NY 11217
(W) 212/935-4550

Ho! Ho! Ho!

Merry Christmas Happy Holidays!

to all ...



... and to all a good ride !

Cover photo contributed by Tony Nappi.



P.O. BOX 877, BROOKLYN, NY 11202

Ride Listings

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.
- 5) Eat a good breakfast.

RIDE CLASSIFICATIONS

		Riding Pace
"A+": ANIMALS:	Anything goes. Rats 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
"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 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.	-8 mph

Any member may lead a ride. See the respective Ride Coordinator to submit a Ride Listing form: "A" rides: Claire Goldthwaite (228-0828); "B" rides: David Moses (444-5681); "C" rides: Gregory D'Agostino (272-4271)

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

Sat Dec 3 8:00 am "A-" 70 mi
RAYVILLE Leader: Doug Blackburn(888-0048). Meet at Tramway Plaza (59 St and Second Ave). The ride will be fast paced (to keep warm) with an indoor food stop in Batville. Rain, snow or sub-freezing temperatures at the start of the ride cancels.

Sat Dec 3 9:15 am "B" 45 mi
SADDLE RIVER LOCAL Leaders: Alinda Barth (441-5612) and Roy Lawrence (TR-7-2292). Meet at the back of the George Washington Bridge Bus Terminal, on Port Washington Ave between 178 and 179 St ("A" train to 175 St). This will be a scenic ride through Bergen County's nicer suburbs, with just enough hills to keep warm. So your feet do not get too cold, there will be a brunch stop at a diner at about 11 am and another indoor food stop a couple of hours later. Cancellations and alternate dates: The ride will be cancelled if there is any actual or forecast of precipitation, any ice or snow on the roads, winds over 10 mph, or predicted high temperatures below 40 degrees. WINS Radio Saturday morning broadcast will be the reference. If the ride is cancelled Dec 3, we will go on Dec 10, and if cancelled then, we will go on Dec 17.

Sun Dec 4 9:00 am "A-" 50 mi
YET ANOTHER WAY TO NYACK Leader: Claire Goldthwaite (228-0828). Over the river and through the woods; Nyack by way of Bradley Hill Road (hills warm you up), a stop at the Skylark Diner, then straight back 9W (home is warmer).

Sundays Dec 4, 11, 18 "B"
DECEMBER DIAL-A-"B" RIDES Leaders: Lin Ehrlich(737-3887) and Marty Wolf (935-1460). If the weather looks promising and you would like to do a "B" ride on some Sunday in December, call Lin or Marty and they will see what they can put together for you.

Sat Dec 10 9:00 am "A"
LEADERLESS RIDE. Meet at the Central Park Boathouse at 9:00 am for a ride to a destination to be decided by those riders who show up. As there is no leader, riders are responsible for themselves.

Sun Dec 11 8:30 am "A" 55 mi
WHITE PLAINS BRUNCH CRUNCH Leader: Rich Herkin (666-2162). Meet at 8:30 am at the Central Park Boathouse. We'll follow an intricate and fascinating route through the Bronx, and continue along Shore Road and beautiful Pine Brook Blvd to the White Plains diner stop. After attracting unwelcome attention to our excessive food consumption, we will hastily retreat by an equally picturesque but more direct route. Rain, snow or 7 am temperature (976-1212) below 35 degrees F cancels.

Sun Dec 11 8:30 am "B" 50 mi
NIFTY FIFTY IN FIVE Leaders: Amy Weinstock and Reed Schneider (566-0346, 10 am-4 pm, Mon-Fri)/Joint AYH. Meet at the Cunningham Park Parking Lot on Union Tpke and Francis Lewis Blvd in Queens for a fifty-mile patch ride with plenty of good hills on the North Shore. We will follow beautiful roads through scenic Sea Cliff and Oyster Bay. Precipitation, temperatures below 32 degrees F, winds over 15 mph, pea soup fog, hurricanes, earthquake or other acts of God cancels. Call if questionable.

CONTENTS

<u>Pg(s)</u>	
2-3	<u>December Ride Listings</u>
4	<u>Downhill</u> NYCC Ads
5	<u>December Club Meeting Program:</u> * END OF YEAR CHEER * <u>Tuesday, December 13, Steak and Brew Burger</u>
5	Meat and Potatoes
6	Cycling Shorts More Freebies
7-8	Iron Leg Chronicles: A Strong Rider's Effect on Cycling?
9	November Board of Directors Meeting Minutes Summary <u>1984 Election Results</u> "C" Notes
10	New Members LAW Mid-Winter Board Meeting Announcement
11	Long Island Rail Road Cyc-n-Ride Permit Application Form
12	NYCC Membership Application

Sun Dec 11 DECEMBER DIAL-A-"B" RIDES. See listing for December 4.
"B"

Sat Dec 17 SADDLE RIVER TO NYACK Leader: Lee Gelobter (Days: 788-2345 ext 215; Eves: 646-7037).
"A-" 70 mi Meet at Tramway Plaza (59 St and Second Ave) at 8 am for a quick paced (14-16 mph)
8:00 am ride up along the Saddle River to an indoor lunch stop in Nyack. The route is moderately hilly out and mostly flat coming back, but be prepared for Palisades Ave. A 7 am temperature below 25 degrees F or winds above 15 mph (976-1212) cancels, as well as snowy or icy road conditions. Call Lee for further details.

Sun Dec 18 LEADERLESS RIDE. Meet at the Central Park Boathouse for a ride to a destination to
"A" be decided by those who show up. As there is no leader, riders are responsible for
9:00 am themselves.

Sun Dec 18 DECEMBER DIAL-A-"B" RIDES. See listing for December 4.
"B"

Sun Jan 1 SECOND ANNUAL NEW YEAR'S DAY GET OFF YOUR DONKEY RIDE Leader: Ed Schweber (567-2661).
"D+/A-" Hey gang! It's 1984. And how many miles did you say that you were going to ride
50 mi this year? Well, you won't do it by sitting on your donkey. Meet at the Central
10:00 am Park Boathouse at 10:00 am for a ride to the Flagship Diner in White Plains (which hopefully will be open) for an indoor lunch stop. Bring food, in case we can't find anything open. A light lock is also recommended. Any forecast of precipitation, a starting temperature below 32 degrees F., or icy roads cancels.

DOWNHILL, by Maxim Vickers

Somewhere above my head, the knife-edge of the coastal ridge is baking in the midday sun. Here, underneath, it is cool. The rapid tapping of water droplets falling from the roughly hewn, vaulted ceiling is periodically drowned in the amplified whizz-by of overtaking cars. Ahead, at the end of the mountain tunnel -- wide open sky.

Anticipation.

The grandeur of the unfolding scenery is enough to break the cadence. Luxuriously verdant foothills march down to the Pacific, melting into August haze. The Japan N42 folded majestically, sinuously, into the many valleys, lies exposed in its curvaceous descent, sinfully inviting.

Oh, baby, shall we dance!

Up into 90" and the air is humming. The first curve is still all acceleration. Hands are firmly planted on the drops. The body shifts lightly into the turn.

Then we glide.

The straightway bends around the mountainside and for an instant the vista of the distant ocean reappears only to be replaced by another mountainside.

Air begins to rush.

The next curve receives us. It is comfy and exacting like a whirl on a parquet floor. My right buttock sinks into the left bump of the Avocet saddle as we lie down into its hurtling embrace.

The ocean reappears closer but briefer. Stark astonishment on the faces inside a Datsun, watching us go by on the shoulder. Fleeting recollection of the 50 km./hr. speed limit...draw ahead of him...play the centerline -- need a generous turning radius at this velocity...keep her steady...atta boy!

The next embrace is even hotter. Oh, that banking is sheer heaven, the curvature is just right! Wow. Wow!!! Whopppeeee!!!! Arf! Arf! Arf!

This is it. This is what we grind the uphill for -- the just reward for toil and sweat and gasping for air and the rubberized calf muscles and the dark in the eyes as the matter gives out while the mind goes on.

Halleluyah! Here comes another one: oh, Madonna! comm'e bella!

The thin line between living and the other thing is where the rubber meets asphalt at 90 psi and Lord knows how many RPM...the senses fuse together. No longer are there touch, sight, hearing. Everything merges into a single roaring, shaking, blurring exhilaration.

Feels sooh goooood!

Still in the tuck as the roadway straightens, levels out. Then it is hemmed in by low, tightly spaced houses. Mopeds, small cars. Afternoon shoppers turn after the alien apparition astride a familiar machine. Odors of freshly broiled fish and seaweed emanate from the rickety sunshelters erected along the beach, broad at low tide, lapped by the Pacific. Angular kanji characters above a long, latinized subtitle.

Nagashima. Owasse -- 27 km.

NYCC Ads

I'm looking for other experienced cyclo-tourists to share part or all of a 50-day trip from Oceanside, CA to Jasper, Alberta, Canada, starting mid-May 1984. An average of 80 miles/day is needed to cover the nearly 4,000 miles. Contact Chuck Albert / 786-2779.

FOR SALE: 23 $\frac{1}{2}$ " Raleigh Professional, 1974 model. Reynolds 531, all Campagnolo except Avocet headset and Normandy Luxe Comp. hubs. Many miles, maintained annually, needs some parts for optimal performance, needs paint. Mechanic's special. As is, \$350.00. Chris Mailing, 879-6199.

December Club Meeting Program

END OF YEAR CHEER

-- Carole Chavanne, V.P./Programs

It is the season of cheer...so let's cheer ourselves with a round of special awards. Get ready with your nominations for our annual categories:

Ride of the Year
Rider of the Year
Rookie of the Year
Comeback Rider of the Year
Most Improved Rider of the Year

Best-Dressed Bicyclist
Best Couple
Animal of the Year
Program of the Year

If you have any Special Awards you would like to present, either as part of the annual awards above, or as a special to a special individual, please contact Carole Chavanne (222-8227) prior to the meeting, so she can put you or it on the agenda.

Special music entertainment is also planned.

So come to the Steak and Brew Burger at 6:30 p.m. for cocktails, and 7 p.m. for dinner, on Tuesday, December 13.

The Steak and Brew Burger is on Pearl Street between Broad and Whitehall Streets, downtown Manhattan, near the Staten Island Ferry Terminal. Subway stations: N, RR - Whitehall Street; #1 - South Ferry; #4, #5 - Bowling Green; #2, #3 - Wall Street; J, M - Broad Street. See September bulletin for map and details about the restaurant.

Note: Due to fixed restaurant costs, it is necessary to charge a \$3.00 fee to meeting attendees who do not order dinner. We hope this will not be an inconvenience to anyone.



MEAT AND POTATOES

It's time to get down to meat & potatoes with a Restaurant Committee. If you are interested in joining or know of a good restaurant suitable for Club Meetings, please 'phone:

Gregory D'Agostino (272-4271)



CYCLING SHORTS --- by Gregory D'Agostino

Here is an entry for the "Hard Luck" file. According to SPORTSMEDICINE DIGEST, a publication that scans the world of medicine in search of new injuries, there is a big problem with lightweight bicycle seats. The thing is, the seats are typically long, pointed, and made with hard nylon. The DIGEST cites an article from the MEDICAL JOURNAL OF AUSTRALIA that says these saddles, if they become loosened on a ride across rough terrain, can rotate upward, literally impaling a rider. The exact nature of the injury I will leave to your imagination. The Australian journal suggests using nonslip clamps to keep the bike seat from rotating upward. We now know why Australia is referred to as "Down Under."

With Christmas and Hanukkah just around the corner, you may want to consult with the Club's resident model railroad expert, Herb Wasserman (859-0845), before buying your favorite niece/nephew that electric train set. Herb is a long time member of the Toy Train Operators Society and the Train Collectors Association and has written on the history of toy trains for the magazine, TRAIN COLLECTORS QUARTERLY.

Spring & fall are prime cycling seasons, but on most days it's too warm to wear a shirt & a wind jacket. But without that jacket --- especially at 15 mph, you end up cold. Bellwether & Plumline have a stylish solution. Their partially shelled polypropylene cycling jackets cut the wind and have ventilation to keep you comfortable on the most challenging of days. Add a layer or two of polypropylene underwear, & they're just as practical for winter rides. Both Bellwether's Windfront & Plumline's Touring Jacket have a wind resistant shell sewn to the front, the sleeves & across the shoulders. The Bellwether uses taffeta; the plumline's shell is ripstop laminated Gore-Tex. The back of each jacket is left unshelled for ventilation. Rear pockets provide a place for your patch kit & a banana; front pockets let you warm your hands when you're off the bike. I give the Plumline the edge in versatility --- the Gore-Tex means it's more effective in the rain.

From the "Now-I've-Heard-Everything" file: an electronic musical bicycle horn. It sounds off with Yankee Doodle, Star Wars, Dixie, and 13 other "popular" pre-programmed electronic tunes by pushbutton control. This solid state horn & headlight mounts on any handlebars in under a minute. Be the first on your next club ride to have one of these marvels for free-wheeling fun!!!

MORE FREEBIES -- by Daniel Creavy

A free pamphlet containing several short self-conducted bike tours in Cape May County (the southern tip of New Jersey) is available from the Cape May County, Department of Public Affairs, Cape May Courthouse, Cape May, NJ 08210.

A booklet on New Jersey bicycling, including touring and commuting tips and New Jersey bridge access information, is available without charge from the Pedestrian/Bicycle Advocate, New Jersey Department of Transportation, 1035 Parkway Avenue, Trenton, NJ 08625.

I may not be everything that I would like to be any more than the New York Cycle Club should be, and surely I'm not alone in feeling that way either. Even so, I'm unable to take consolation from other people's mistakes, be it of a short- or a long-term nature.

To sketch some background, I would like to mention that once I was a beginner cyclist too, even though I had been around bicycles and other vehicles a lot. I was also a Junior Team Champion behind the Iron Curtain in the mid-50's before 10-speed bicycles made the scene. Along the way I have taken driving tests in Hungary for motorcycles, and France, West Germany and of course New York City for cars. All these unavoidably exposed me to a world-wide scale of bureaucratic ignorance of how existing and would-be authorities are trying to deal with cycling from the point of safety while they can't even manage to put a sewer grate on right. Lots of bullshit and very little action, if ever any.

It all boils down to keeping us on as short a leash as possible, if not off the road altogether. The AAA-produced film a few years ago comes close to that attempt by how they lead us to believe we should be able to survive menacing drivers. Their vision of it all is no better than if it was focused upon from the safe distance of a driver's seat with built-in blind spot limitations.

Since the horse and buggy days, when both bicycles and automobiles came into use, I find cars now of several horsepower capacity moving across midtown in rush-hour traffic no faster than a live horse or a bicycle, fouling up the air in the process. Their usefulness and growth potential leveled off by the time the first Edsel came off the production line. What we have traded in the process is one type of horseshit for another, and a whole culture built up around it.

By contrast, the cleaner, less dangerous, more energy efficiently designed bicycle, only grappling with a Cinderella complex yet, has a long way ahead of researching its full potential. We don't have to be radical about it -- time is on our side just as evolution is inevitable.

In the intervening period of bike boom-caused confusion, by the mid-70's we accumulated a surplus of would-be cycling high priests of various denominations who were trying to arrive at a consensus to serve cyclist interests as true faith that could be taught in schools to start off the next generation on the right path. Thus the creation of "Effective Cycling," endorsed by the League of American Wheelmen, began to gain momentum, clearing much of the fog, some of which is still around.

Of course, by then, Bill Hoffman had been Regional Vice President, and gutsy John Forester President of LAW. The impact was immediately felt nationwide, and some bureaucrats made themselves more than available, jumping on the bandwagon of a viable growing organization. LAW reciprocated by moving its headquarters closer to Washington, D.C., spelling out that their members were of better education and level of income than the National Average. It may have sounded like sweet music to some politicians, but the fact remains that the average New York City cyclist had not yet been able to make a similar impact on a local level. Hopefully our newly created Public Relations Director will be able to make a dent, even though lately we are getting nothing but bad rap from the media, creating a verge of hysteria in the club.

I would like to filter out some common denominators since I was brought into our club by former NYCC President Bob Herzfelder. Among other things, he had been as "A" a rider as Bill Hoffman. Bob was also a trumpet player and a Boy Scout Merit Badge Counsellor for Music. Wouldn't you know, I played trumpet in my school days for three years before giving it up for cycling, and have become a Scout Master plus Merit Badge Counsellor for Cycling. Also, notable Frank Berto of technical articles; Frank Peckham, trainer of the Long Island "Animals;" as well as John Forester, had been Scout Masters.

To give my scouts a chance at a uniform education of riding, I took Bill Hoffman's course on Effective Cycling in 1980 when I was already known to be an accomplished rider. See, I had nothing to lose -- at least I can endorse it. I left nothing to chance taking 70-90 lb. kids on 50-mile trips whose equipment must feel like a ton by comparison. Two of them made it in four hours, another did 100 km. under seven hours on the first try.

In the CRCA-assisted annual Astoria Park Race, four of them placed in the top ten positions within a year in a single attempt. Obviously I'm proud of them and would not regard them as offensive bikers by any means. I think I have been a good influence on them.

So what's supposed to be my gripe, you wonder?

It's Bill Hoffman's inadvertantly shoddy salespitch/Effective Cycling course offer on page 6 of the November 1983 bulletin, by using bad advertising technique to sell a good product. First he points out what you may lose by not taking it, with a list of cycling hazards riders have to cope with, which is all true. Then the plot gets thicker.

He quotes Irv Weisman's concern over "flagrant disregard of the law, or even inconsiderate riding styles," then, using that platform with a considerably convenient oversight, makes negative references ONLY to so-called "strong riders" and of course "animals." That's when I hit the ceiling...

Being a strong rider is no moral deficiency even if implied by a holier-than-thou sanctimonious attitude which stems from a popularly mistaken notion that strong backs are the result of weak minds. I, for one, don't feel the need to be rescued by people whose purpose includes treating me so stupidly as if I was one. This psychology works only as barrier removers to brain washing, not education. Some people fall for it sometimes but I passed that stage long ago. In fact I regard those offenders as renegades who escaped the clutches of Irv and Bill in their "C" and "B" rider development phase as failures of that system. This is about as offensive as throwing garbage on someone else's front lawn for no reason at all. Sure, we have to do more pruning, but we are not planting any bad seed either.

Bad riding habits of these few people who can't even keep up with us to see what we are supposed to be doing wrong does not make them one of us, thereby could not serve anybody's purpose by any stretch of the imagination.

Strong riders in general are busy training, trying to be fit to reach for their personal best, have very little time to waste or cater to idiots, let alone be assimilated by them. Strong riders are no more to be blamed for bad riding habits than anybody else.

Trying to touch on all aspects of this problem could turn out to be as numerous as bunions on a centipede, and of no more significance.

In the final analysis, I want to thank Bill for giving me the opportunity to get something off my chest that had been one of my sore spots for years. MIT graduate Steve Bauman told me years ago: "Give people the chance and they screw up anything." I think this explains somewhat the dilemma we are faced with.

I try to be as broad-minded as I can. But sometimes I like to dispel some mistaken popular notions. I'm still working on women's equal rights -- for the silent majority of brunettes and minority of redheads to get their share of fun that blondes claim to have more of. Of course, responsible blondes with contrasting views can reach me for equal time responses after 9 p.m. also.

NOVEMBER **Board of Directors Meeting** MINUTES SUMMARY

1. The Board approved the following resolutions:
 - a. That, henceforth, each candidate in a contested race for office in the NYCC is hereby given authorization to publish a statement of not more than 75 words in the November bulletin and that this fact will be announced at the September general membership meeting when nominations are taken.
 - b. That five patch designs, selected by the Board at this meeting, are to be presented to the November general membership meeting for reaction by the membership.
2. The next meeting of the Board will be held December 6.

GENERAL MEMBERSHIP MEETING, 11/8/83

1984 Elections produced the following results:

PRESIDENT: Chris Mailing
V.P. PROGRAMS: Carole Chavanne
V.P. RIDES: Sara Flowers
SECRETARY: Alinda Barth
TREASURER: Ed Schweber
PUBLIC RELATIONS DIRECTOR: Doug Blackburn
EDITOR: Irene Walter
MEMBERSHIP DIRECTOR: Amy Weinstock
CIRCULATION MANAGER: Dave Miller
A RIDES COORDINATOR: Lee Gelobter
B RIDES COORDINATOR: Martha Ramos
C RIDES COORDINATOR: Gregory D'Agostino

The membership voted to increase dues by \$1, and approved the new position of Public Relations Director.

Minutes may be obtained from Maggie Clarke, Secretary.



"c" notes -- Gregory D'Agostino

My very special thanks to the folks who have led one or more C rides in 1983 and have made all of our lives a little better for it:

Marion Bahensky, Dick Bograd (Princeton Free Wheelers), Bernie Brosk, Maggie Clarke, Sherman Cohen, Arlene Ellner, Susan Friedberg, Lorraine Gewirtz, Carole Johnson (Appalachian Mountain Club), Karen Kaplan, Phyllis Lehman, Richard Lenat, Ann Loeb (Transportation Alternatives), Murray Melnick, Betty Morelli, John Mulcare, Ed Schweber, Jennifer Sonsini (AMC), Fabian Truncellito (AMC), Herb Wasserman, Janet Weinberg (TA), Amy Weinstock, Irv Weisman,

and...

Martha Ramos for her wonderful support and advice throughout the year.

New Members

Steven A. Baron	324 2nd Ave #G	N.Y. 10003	228-0555
Ron Bayard	65-35 Yellowstone Blvd.	Forest Hills 11375	897-2075
Carolyn Brown	227 President St. #4	Bklyn 11231	852-0316
Renee Fleming	273 Bennett Ave. #3G	N.Y. 10040	304-2559
Samantha Gatti	311 W. 76th St.	N.Y. 10023	580-8959
Robert M. Gillier	960 Park Ave.	N.Y. 10028	472-2002
Laura Gillis	190 6th Ave.	N.Y. 10019	925-3332
Sandie Goldfarb	154 Haven Ave. #601	N.Y. 10032	928-6367
Steffi Goodman	190 6th Ave.	N.Y. 10019	925-3332
Marie Grottola	341 W. 11th St. #6F	N.Y. 10014	741-9736
Dana F. Gumb, Jr.	c/o R.W. Smith 294 W. 92nd St. #3A	N.Y. 10025	873-1561
Rosalie Gustafson	53 Poquonock Ave.	Windsor, Ct. 06095	(203)688-0144
David D. Hall	2 Charlton St. #7-1	N.Y. 10014	924-4232
Veronica M. Herbek	160-08 77th Ave.	Flushing 11366	591-8732
Karen Hoffbauer	265 E. 66th St.	N.Y. 10021	734-2357
Mark Irwin	1328 E. 85th St.	Bklyn 11236	251-0793
Jonathan Keller	202 E. 21st St. #4A	N.Y. 10010	674-0955
Peter Kudler	515 E. 79th St. #27B	N.Y. 10021	249-3583
Irwin K. Lui	7 Pell St.	N.Y. 10013	(516)621-8976
Sylvia Menzl	134 Lincoln Pl. #3	Bklyn 11217	622-5108
George T. Michael	132 Dukes St.	Kearny, N.J. 07032	(201)998-9860
Christoph Moreland	100-17 Debs Place #17B	Bronx 10475	671-5751
Stephanie Paradise	311 W. 76th St.	N.Y. 10023	580-8959
Arlene Pignato	16-39 156th St.	Whitestone 11357	746-1441
Robert Rasmussen	134 Lincoln Pl. #3	Bklyn 11217	622-5108
Bill Recht	316 E. 77th St. #20	N.Y. 10021	472-1288
Bertram H. Rosen	4 E. 95th St. #1B	N.Y. 10128	HA-7-1442
Elliot Schwartz	90 Fulton St.	N.Y. 10038	964-4387
Alquimide Solano	144 Skillman St. 3rd fl.	Bklyn 11205	852-0547

CHANGE OF ADDRESS

Boris Polievsky P.O. Box 1220 Bowling Green Sta. N.Y. 10127 381-9064

COFFECTIONS

Ellen Lurie 362-2076
 Carol McCloud 11 Riverside Dr. #7B West N.Y. 10023 874-1269

TOTAL NYCC MEMBERSHIP AS OF 11/1/83: 419. IS THIS SOME KIND OF RECORD ???

FROM THE EDITOR: LEAGUE OF AMERICAN WHEELMEN'S MID-WINTER BOARD MEETING

The League of American Wheelmen's Board will hold its mid-winter meeting December 9-11, 1983 in Baltimore. On the agenda will be reports from League committees, a discussion of the League's office-space requirements (their lease in Baltimore expires next August), their needs for data-processing equipment to handle membership information, rally registration, bookkeeping, etc., and possible implementation of a new marketing plan to boost League membership. If you have matters that ought to be brought before the Board, now is the time to pass the word. You can do this by mail or telephone. Write or call Jim Reynolds, 405 Oradell Avenue, Oradell, NJ 07649. Telephone number: 201/262-8181.



Bicycle Permit Regulations

Weekday restrictions

Island bound: Bicycles will not be permitted on trains *scheduled* to depart New York City Terminals (Penn Station, Brooklyn, Hunterspoint Avenue, Jamaica and Long Island City) between the following hours:

7 AM to 9 AM and 3 PM to 8 PM.

City bound: Bicycles will not be permitted on trains *scheduled* to arrive New York City Terminals (above) between the following hours:

6 AM to 10 AM and 4 PM to 7 PM*

*Exception of train #13 westbound (4:07 PM from Southampton) and its connecting trains.

Weekend restrictions (seasonal)

Island bound: Memorial Day through Labor Day bicycles may not be carried on trains *scheduled* to depart City Terminals as follows:

Saturdays & Sundays: 7:30 AM to 10 AM

Remainder of Year: No restrictions

City bound: Memorial Day through Labor Day bicycles may not be carried on trains *scheduled* to arrive City Terminals as follows:

Saturdays: 8 AM to 10 AM and 4 PM to 6 PM

Sundays and Monday holidays: 4 PM to 6 PM, and the following specific trains operating from Montauk: #4011 (3:40 PM from Montauk), #4015 (6:30 PM from Montauk)

Remainder of Year: Saturdays: No restrictions

Sundays: Train #4011 (3:40 PM from Montauk) only.

Holidays

No bicycles permitted on New Year's Eve, New Year's Day, St. Patrick's Day, Mother's Day, The Eve of Rosh ha-Shanah, Thanksgiving, The Eve of Yom Kippur, Christmas Eve and Christmas Day.

Occupancy Limitations

Only two bicycles will be permitted per car, with a maximum of four bicycles per train (two in the front car and two in the rear car, unless otherwise directed by the train crew).

Groups of four or more cyclists traveling together must call in advance for special arrangements. We reserve the right to limit group travel to advance arrangements.

Cyclists will secure their bicycles in the areas designated above under the direction of the train crew. Bicycles will, at all times, remain in the custody of the cyclist who will be responsible for its safety.

Conductors will be responsible for the enforcement of these rules.

Courtesy to other passengers

Cyclists are prohibited from riding bicycles on platforms or other station areas.

Bicycles may not be taken on escalators or elevators.

Cyclists should carefully inspect their bicycles for protruding objects or sharp edges that could injure other passengers.

Cooperation

Cyclists will be governed by instructions from train conductors and their assistants and Long Island Rail Road managers, supervisors and police. Cyclists will permit inspection of their permits whenever requested.

Permit Revocation

The issuance of this permit is a joint undertaking of the Long Island Rail Road and regional cycling advocacy groups. Failure to comply with these regulations will result in revocation of the privilege and such revocations will be reported to the advocacy groups involved.

M Long Island Rail Road

Cyc-n-Ride

Permit Application Form

Last Name: _____

First Name & M.I.: _____

Address: _____

City: _____

State: _____ Zip Code: _____

Date of Birth: _____

Are you a member of a cycling group? _____

If yes, name of group _____

I am applying for a permit for use on:

Weekdays:

☐ To LI before 7 AM ☐ To NY before 6 AM

☐ To LI after 10 AM ☐ To NY after 10 AM

☐ To LI after 8 PM ☐ To NY after 7 PM

☐ Saturdays ☐ Sundays ☐ Holidays

Primarily for: ☐ Recreation ☐ School
☐ Work ☐ Other _____

During the: ☐ Spring ☐ Fall
☐ Summer ☐ Winter

I have read the rules governing the issuance of a Cyc-n-Ride permit and agree to abide by those regulations and instructions of LIRR personnel. My failure to comply with these rules could result in revocation of my permit.

Signature of applicant: _____

Today's Date: _____

Mail application and \$5 Registration Fee (payable to LIRR) to:

Cyc-n-Ride, LIRR, Jamaica, New York 11435
For information call: 212-526-6020.

FIRST CLASS

DAVID C. MILLER
410 East 75th Street #1C
New York, New York 10021
212-794-9365



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: (CIRCLE) AMC AYH Bikecent. OCC CRCA IBTS LAW TA
OTHER: _____

1983 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:

* AFTER LABOR DAY,
DUES ARE HALF
THE ANNUAL PRICE.

The New York Cycle Club, Inc.
P.O. Box 877
Brooklyn, N.Y. 11202