

February  
1983

# NEW YORK CYCLE CLUB

## PRESIDENT

Chris Mailing  
324 E. 82 St. #3C  
NY NY 10028  
212/879-6199

I N I T S 4 7 T H Y E A R

February  
1983

## V.P. PROGRAMS

Carole Chavanne  
929 West End Ave. #2C  
NY NY 10025  
212/222-8227

## V.P. RIDES

Ed Schweber  
34 Hillside Ave. #4V  
NY NY 10040  
212/567-2661

## SECRETARY

Maggie Clarke  
1795 Riverside Dr. #5F  
NY NY 10034  
212/567-8272

## TREASURER

Sara Flowers  
111-50 76 Rd. #4L  
Forest Hills, NY 11375  
212/544-9168

## EDITOR

Irene Walter  
4712 45 St. #1F  
Woodside, NY 11377  
212/937-2637

## MEMBERSHIP DIRECTOR

Martha Ramos  
75 Henry St. #16G  
Brooklyn, NY 11201  
212/858-9142

## CIRCULATION MANAGER

Dave Miller  
410 E. 75 St. #1C  
NY NY 10021  
212/794-9365

## A RIDES COORDINATOR

Claire Goldthwaite  
104 E. 7 St. #3  
NY NY 10009  
212/228-0828

## B RIDES COORDINATOR

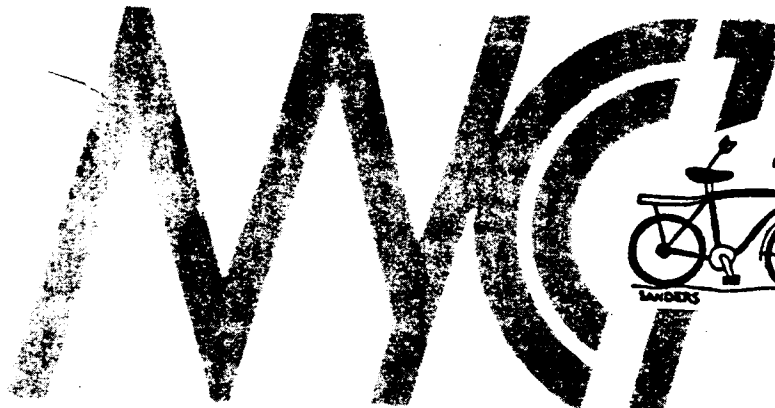
David Moses  
1147 E. 72 St.  
Brooklyn, NY 11234  
212/763-6398

## C RIDES COORDINATOR

Gregory D'Agostino  
1061 E. 92 St.  
Brooklyn, NY 11236  
212/272-4271

## PAST PRESIDENT

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



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P.O. BOX 877, BROOKLYN, N.Y. 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.

## RIDE CLASSIFICATIONS

		Riding Pace
"A+": ANIMALS:	Anything goes. Eats 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 (763-6398); "C" rides: Gregory D'Agostino (272-4271)

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

Mon Feb 21 THE "DO YOU REALLY THINK THAT YOU STILL CAN AFTER HAVING SAT ON  
 "A" 75 mi YOURS ALL WINTER" WASHINGTON'S BIRTHDAY CHALLENGE RIDE MASSACREE  
 9:00 am Leader: Ed Schweber (567-2661). Ed hereby lays down the gauntlet:  
 the ride title says it all. The truth will out in honor of the  
 man who couldn't tell a lie. Meet at the Central Park Boathouse for a prompt  
 9:00 am departure to Armonk in Westchester County, where there will be an  
 indoors lunch stop. It will be assumed that you are not completely out of  
 shape. The ride will be cancelled if, according to the telephone weather  
 forecast at 8:00 am (976-1212), there is any chance of subfreezing tempera-  
 tures, precipitation or ice on the roads.

## 1983 RIDE PREVIEWS

DATE	RIDE	LEADER	CLASS	DISTANCE (miles)
3/6	"A" Trng Ride - Orangeburg	Mailing	A	52
3/12	"A+/A" Trng Ride - Piermont	Mailing/Lasoff	A+/A	45
3/12	Progressive Patch Ride #1	Weisman	C	25
3/12	Sunday in Central Park	D'Agostino	D	10-15
3/13	"A" Trng Ride - Syosset	Mailing	A	60
3/19	"A+/A" Trng Ride - Orangeburg	Mailing/Lasoff	A+/A	50
3/20	"A" Trng Ride - Chappaqua	Mailing	A	70
3/26	"A+/A" Trng Ride - Syosset	Mailing/Lasoff	A+/A	60
3/26	Progressive Patch Ride #2	Weisman	C+	25
3/26	Sunday in Central Park	D'Agostino	D	10-15
3/27	"A" Trng Ride - Mount Kisco	Schweber	A	80
4/2	"A+/A" Trng Ride - Spring Valley	Mailing/Lasoff	A+/A	65
4/3	"A" Trng Ride - Croton Dam	Vojtech	A	90
4/9	"A+/A" Trng Ride - Woodbury, LI	Mailing/Lasoff	A+/A	68
4/9	Progressive Patch Ride #3	Weisman	C+	37
4/10	"A" Trng Ride - Goldens Bridge	Mailing	A	100
4/16	"A+/A" Trng Ride - Chappaqua	Mailing/Lasoff	A+/A	70
4/17	Greenwood Lake	Schweber	A	110
4/17	Mini Tour # 1	D'Agostino	C	20-25
4/17	Cherry Blossom Ride	Weisman/AYH	C	35

DATE	RIDE	LEADER	CLASS	DISTANCE
4/24	Mini Tour #2	D'Agostino	C	20-25
4/30-5/1	Scouting Rides Weekend	many	A/B/C	
4/30-5/1	Jersey Shore Weekend Scouting Ride	Schweber	A+	270
4/30	Progressive Patch Ride #4	Weisman	C+	37
5/7-8	TOSRV (AYH will send a bus)	AYH	A	210
5/15	Montauk Century	AYH	A	115
5/15	Progressive Patch Ride #5	Weisman	B-	50
5/27-30	GEAR-Slippery Rock, Pa.	LAW	A/B/C	
5/29-30	Pepsi Marathon (note change again) -NYCC entry	D'Agostino/ Karrin/Rex/ Schweber		
6/5	All Class Club Ride to Tallman	Rides Committee	A/B/C	
6/12	Progressive Patch Ride #6	Weisman	B	50
6/18	Strawberry Festival (tentative)	AYH	A	100
6/26	Albany	AYH	A	150
7/1-4	Shelter Island Weekend	Ramos	B+	200+
7/2-3	Syracuse 600 Km Time Trial -NYCC contingent	Konski/Audax Bauman	A+	373
7/10	Progressive Patch Ride #7	Weisman	B	63
7/31	All Class Club Ride to Bethpage	Rides Committee	A/B/C	
8/7	Progressive Patch Ride #8	Weisman	B+	75
9/3-5	Montreal in 40 Hours	AYH	A+	375
9/11	Progressive Patch Ride #9	Weisman	B+	100
9/18	Hi-Point Hundred (tentative)	AYH	A/B/C	25-125
9/?	PBP (exact date to be set)		A+	750
10/2	Bill Baumgarten Ride to Kingsland	Rides Committee	A/B/C	
10/8-10	Washington in 24 Hours	AYH	A+	250
10/16	Progressive Patch Ride #10	Weisman	A-	100
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#### NOTES AND ELABORATIONS

##### RIDE CANCELLED-for the best of reasons

Bill Vojtech and Amy Weinstock had announced at the December meeting that they were planning to lead a ride to visit Barbara Bates, recuperating from her accident at her parents' house in New Jersey. Fortunately, Barbara has made a substantial recovery and is now back at her apartment in Queens.

##### SCOUTING RIDES WEEKEND - April 30 -May 1

On both Saturday and Sunday of this weekend we are hoping to schedule a whole slew of scouting rides. Of course, anyone can scout any ride at any time. However, by devoting an entire weekend to scouting we can generate a special spirit and elan that will motivate wider participation and make the rides more enjoyable for everyone. These rides will be listed in the bulletin and ideally each leader will get 2-4 riders. Since the groups will be small, the leader can involve the trippers much more intimately in the planning and the learning of the route than would otherwise be the case. The club will now have an increased pool of people who have trip planning experience as well as who know at least one route that they can lead as a regular ride later in the season. This idea can only work with the participation of many club members. Your efforts are eagerly sought and greatly appreciated. A bleak February weekend is the ideal time to plan a Spring day ride. See the appropriate ride coordinator as soon as possible.

##### OTHER SCOUTING RIDES

You may wish to scout rides at other times as well - either for future leads or for the pure thrill and joy of discovery. Once again, you may wish to recruit other riders to keep you company. Therefore, we will be instituting a special section for listing scouting rides. Submit these rides through the coordinators as usual. However, clearly indicate that these are scouting rides.

## ON RIDE LEADERSHIP

Ed Schweber, V.P. Rides

Last month, having told you where to go, this month I would like to tell you how to get there. In bicycle tripping, the route is as important as the destination. Indeed, the destination may be just a pretext for the route.

You will need a good map. I recommend the Exxon and the Hagstrom county maps. Exxon maps are available free from the Exxon touring center at 1251 Avenue of the Americas (at 48 St.). Hagstrom maps can be purchased almost anywhere, but your best bets are the Rand McNally Map Center at 10 E. 53 St. and the symmetrically located Hammond Map Store at 10 E. 41 St.

Either an Exxon or a Hagstrom map is sufficient by itself, but it is preferable to use both. Exxon maps provide good overviews of an area but do not show all the through streets and sometimes obscure the details about intersections. Hagstrom maps show everything, but can be awkward to use when you want to continue a route across a county line.

You also need to develop a sense of where you are most likely to find high scenery and low traffic. On the Exxon maps the more urbanized areas are shown in yellow. On the Hagstrom maps, where every street is shown, use the density of the streets as your guide. Head for those areas where the roads are less closely clustered together.

Route numbers are also good clues. County routes, usually with three digit numbers, tend to be quieter than the one and two digit state routes and U.S. highways. Within the county routes, head for those with the higher, less simple numbers. Thus, in Westchester, Route 100 has more traffic than Route 100a. Route 120 is a very pretty road and Route 448 is a veritable country lane. New Jersey has a series of "500" routes which at best are very pleasant and at worst are still adequate. If you can find a through street without a route designation, so much the better.

The absence of cross roads is a big advantage. High traffic is not nearly as much of a nuisance if there are no traffic lights or turning vehicles. Cross streets will be fewest along parks, ridges and lakes, areas that will also tend to have a high scenic value. There also tend to be few crossroads on streets paralleling highways. In many instances most of the traffic will be on the highway, the highway will be far enough away as to be unobtrusive and the wooded area along the highway will have a positive scenic value in itself. In judging street densities or the absence of cross streets, it is best to use the Hagstrom maps. The Exxon maps can give an erroneous impression of low density by omitting roads that are actually there.

Of course, a map can only offer a clue as to what the conditions really are. The only way to know for sure is to scout your route. You can list an exploratory ride in the bulletin, but it must be clearly labelled as such. Otherwise, the trippers do have a right to expect that you are familiar with the route (though you are allowed to consult your map) and that you have definite food stops planned.

Recognize also that there is no such thing as a perfect route. Every route represents a compromise. Don't be an absolute perfectionist in planning your ride; it will never come to fruition. And above all, be very reticent about complaining of someone else's ride - especially if you have never done any leading yourself!

# February Club Meeting Program

## THE A-B-C's of CLUB RIDING

Carole Chavanne, VP, Programs

Before the 1983 bicycling season officially begins, let's review our riding options. A panel of A, B, and C tour leaders will explain what you can expect on NYCC rides.

If you're a tour leader, or plan to be one, then you'll enjoy "Safety Tune-up for Tour Leaders." This slide show was produced by the New York City Department of Transportation and is based on the AYH Bike Committee leadership training program. It details advanced planning, scouting a ride, as well as day of ride safety tips.

Starting this month, there will be entertainment during our cocktail hour. Make sure to arrive around 6 PM so that you can see Tony Mantione's slide show of the 1982 NYCC Club Ride Season.

So, come to Artemis Restaurant for an action-packed evening on Tuesday, February 8th, at 6PM. Artemis is at 76 Duane Street (just off Broadway), which is two blocks north of City Hall.

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### "B" TRAINING RIDES -- David Moses

Whether you are dealing with middle-aged sloth or mere youthful laziness, you can prepare ahead of time for the better part of our cycling season. "B" training rides to take place in dry, mild weather in March and April are being planned now. Watch the bulletin for more information.

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**STU KERR'S**  
**WIND CHILL INDEX**

WMAR-TV 2 Baltimore

WIND SPEED, MPH		5	10	15	20	25	30	35	40	45	50
40	37	28	22	18	16	13	11	10	9	8	
35	33	21	16	12	7	5	3	1	1	0	
30	27	16	11	3	0	-2	-4	-4	-6	-7	
25	21	9	1	-4	-7	-11	-13	-15	-17	-17	
20	16	2	-6	-9	-15	-18	-20	-22	-24	-24	
15	12	-2	-11	-17	-22	-26	-27	-29	-31	-31	
10	7	-9	-18	-24	-29	-33	-35	-36	-38	-38	
5	1	-15	-25	-32	-37	-41	-43	-45	-46	-47	
0	-6	-22	-33	-40	-45	-49	-52	-54	-54	-56	
-5	-11	-27	-40	-46	-52	-56	-60	-62	-63	-63	
-10	-15	-31	-45	-52	-58	-63	-67	-69	-70	-70	
-15	-20	-38	-51	-60	-67	-70	-72	-76	-78	-79	
-20	-26	-45	-60	-68	-75	-78	-83	-87	-87	-88	
-25	-31	-52	-65	-76	-83	-87	-90	-94	-94	-96	
-30	-35	-58	-70	-81	-89	-94	-98	-101	-101	-103	

ACTUAL TEMPERATURE ON THERMOMETER, °F

WARNING: A WIND CHILL TEMPERATURE OF -25 OR COLDER CAN FREEZE EXPOSED FLESH.

-- FROM MAGGIE CLARKE

REMEMBER TO ADD GROUND SPEED TO WIND SPEED

# A PROGRESSIVE PATCH RIDE SERIES

## Irv Weisman

A series of 10 rides, starting with a 25 in 3 on March 12 and culminating with 2 Centuries in Sept. and Oct., is planned to recondition those class B riders who have slipped into mild decrepitude (Irv, himself, for instance), and also to train class C riders who want to grow into B+ capabilities. The following rides are scheduled:

SAT March 12	25 in 3 (C)	SAT Apr. 30	37 in $3\frac{1}{2}$ (B-)	SUN July 10	63 in $6\frac{1}{2}$ (B)
SAT March 26	25 in $2\frac{1}{2}$ (C+)	SUN May 15	50 in 6 (B-)	SUN Aug. 7	75 in 8 (B+)
SAT April 9	37 in $4\frac{1}{2}$ (C+)	SUN June 12	50 in 5 (B)	SUN Sep. 11	100 in 12 (B+)
				SUN Oct. 16	100 in 10 (A-)

Most of us who participate in this series will have to ride every weekend in order to achieve these progressive goals, and even then there is no guarantee that all who start can complete the series. If you restrict your riding to the scheduled patch rides only, you will probably not be able to progress past the 50 in 6 level. So, to ensure your continuing escalation in performance, go on as many rides as possible.

These rides will be leader-paced group rides in order to control the speed (which may seem slow in the morning when everyone is "full of p--- and vinegar", but which is intended to insure that enough oomph is left in the engines so that we get back home comfortably); to provide mutual support; for enjoying the scenery; and for sociability. If you feel you must press "to do the best you can" on every ride, please do not join us; you'll be frustrated by the controlled pace. And, if you ride ahead and miss a turn, you'll then be on your own; I don't chase riders. On the other hand, because time limits are important on these patch rides, we will not be able to make appreciable allowances for underprepared or poorly equipped riders. They will have to be turned back if it becomes apparent that they will have trouble completing the ride in the allotted time. (But flats or breakdowns will get that "mutual support".) The first few rides will enable you to assess the series.

If your bike still has its original chainrings and cluster, you are probably geared too high. Bike manufacturers simply don't know how to design for the over-30 touring cyclist. They get their advice from former racers, who often don't understand the touring mood, and who are so strong that they don't realize the gearing needs of non-athlete riders. To determine what your low gear should be, use the Weisman-Shleifer Low Gear Formula:

LOW GEAR =  $\frac{1}{2}[100 - \text{Age}]$ . Ex: for age = 36 yrs, LOW GEAR =  $\frac{1}{2}[100 - 36] = 32$  inches

You can verify your own need for lower gears by noting how well you climb the 110th St. hill in Central Park during our first 2 scheduled rides. Hills in NJ are often more demanding than that, and you must be prepared to handle them.

Many riders don't want to be bothered with "all that technical stuff" about gearing. However, if you are serious about riding well, you have to learn about your gears and effective ways to use them. Read books and articles, pay attention to which gears you find useful under what circumstances, and discuss your puzzlements with other club members who are usually happy to share their knowledge and prejudices with you.

As for actual equipment purchases, be cautious about bike shop advice. They want to sell what they have on hand, but in my view, the standard clusters are not quite correct. I design custom-built clusters to match particular chainrings, and frequently the chainrings themselves must be modified in order to achieve the desired gearing. But once your gearing matches your needs, your cycling pleasure moves to a higher plane. (Ask Art Guterding how he feels now about his gearing. He finally installed the cluster I had originally designed for him, and replaced what his bike shop had insisted "was just as good".)

With the gearing taken care of, we can devote our efforts to improving ourselves physically, to extending the range of our rides, and to enjoying all kinds of terrain without fear that we may encounter steep hills. Come down to the first few rides - if you find them a bit too strenuous, Gregory D'Agostino will be leading more moderate versions at the same time and place.

## LOW GEARING ?? by Joe Wigodner

My long-time cycling acquaintance of the New York Cycle Club, Irv Weisman -- low gear expert, lecturer and teacher of low gearing, lo these many years -- unwittingly goads me on again by asking for my comments on his last article on the subject. So here we go tilting

If one intends to trip tour with camping gear, carrying about 50 lbs. of additional weight in equipment, then low gearing is a necessity. But all those cyclists who never carry more than their own body weight -- what should their gearing be? I say use low gears when and if you must, but to use them as a crutch or lever to make cycling as effortless and painless as possible, is to remain forever infirm and unfit -- to use a metaphor, to become a crutch-cyclist.

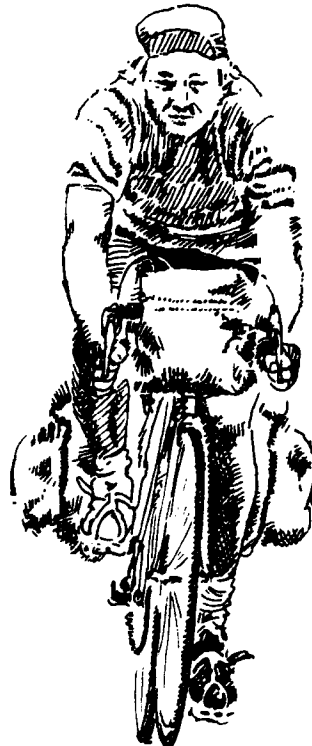
It could be likened to a weight lifter attempting to develop muscles and body strength by using only light weights. I know many cyclists who have been at it for years and are still "lightweight" cyclists. If they are happy in that case, and cycling is just for fun, good! But I have fun too, and something more.

If you want to become a good cyclist and physically fit as well, listen to what an old-time racing cyclist once remarked to me on a ride: "To become a good cyclist, one must be willing to bear a little pain." Think of that! Every philosopher from Marcus Aurelius to Spinoza on, said the same thing -- but in a broader and more substantive sense. The closing line in Spinoza's "Ethics" is: "But all things excellent are as difficult as they are rare."

Foremost in my mind is the aspect of physical fitness. I have a low gear by a third chainwheel, known as a "granny wheel," and every time I climb a big hill without using it, I feel that I have conquered myself by making my body do what I want it to do, and, thereby, the next hill and the one after that becomes less and less difficult. Isn't that what evolution is about? Adaptation through conditioning.

When I am inactive, I thoroughly relax, but when in action, exert the body to its maximum and for longer and longer stretches at a time -- that is aerobic training -- the open sesame to good health, well-being physically and mentally, and possibly long delaying the time "that makes calamity of so long life."

"And what is good, Phaedrus,  
and what is not good --  
need we ask anyone to tell us these things."





## 1982 RIDE RESULTS — Chris Mailing, 1982 V.P. Rides

DATE	RIDE	LEADER/CLUB	CLASS	NO.	DIST.	CLUB MI
7/3-5	Fire Island Camping Weekend	Hulbert	"A/B"	7	150 mi	750
10/2	Cloisters Bike Trip	McCabe/AMC/TA	"D"	23	15 mi	345
10/2	Washington Square Circular	Bahensky & Ramos	"C"	20	30 mi	600
10/2	Nyack, The Scenic Route	Vojtech	"A"	4	50 mi	200
10/2	Ancient Mariner	Massapequa Park Club	"A"	no report		
10/3	Second Annual Bill Baumgarten Memorial All Class Club Ride	D'Agostino	"C"	12	33 mi	396
10/3	Second Annual Bill Baumgarten Memorial All Class Club Ride	Taggart	"B"	30	65 mi	1950
10/3	Second Annual Bill Baumgarten Memorial All Class Club Ride	Mailing	"A"	11	90 mi	985
10/8-11	Sullivan County October Rally	Catskill Wheelmen	"A/B/C"	144		
10/9-11	New York to Washington/24 hrs	Bauman/AYH	"A+"	10	250 mi	2500
10/10	"A Touch of Class"	April	"C+"	8	50 mi	400
10/10	Fall Ride to Rockland Lake	Miller	"B"	12	75 mi	900
10/10	Bethpage Bikeway Tour	Lubaszka/AYH	"B"	30	55 mi	1650
10/11	Ridgefield Fall Foliage Century	Mailing	"A"	4	110 mi	385
10/16	Planting Fields Arboretum	Moses	"B"	12	65 mi	780
10/16	Nyack	Ohman & Vickers	"A"	8	60 mi	480
10/16-7	Bantam Lake Twin Century	Lubaszka/AYH	"A"	cancelled		
10/17	Aqueduct Path/Bronx River Parkway, Kensico Reservoir	Clarke & Shorter	"C"	8	25 mi	200
10/17	Morristown Meander II	Schweber	"A"	5	120 mi	495
10/23	Second Annual Magical Mystery Tour of N.J. Pine Barrens	Schweber	"A"	9	70 mi	630
10/24	"Get Thee to a Nunnery" Ride	Lehmann & Antanis	"C"	20	30 mi	600
10/24	Tree County 75 Mile Patch Ride	Lubaszka/AYH	"A-"	15	75 mi	1125
10/30	Palisades Park Hudson River	Herbin	"A"	13	75 mi	885
10/31	Warrant for Aaron Burr Ride	Morris	"C-"	47	25 mi	1175
10/31	Syosset	Rex	"A"	15	88 mi	1136
11/2	Bankers, Bureaucrats & Freeloaders Ride	Mailing	"A"	7	75 mi	505
11/6	Ten Mile Time Trial	Lasoff	"A/B/C"	7	10 mi	70
11/6	Upper Manhattan Parks	Clarke	"C"	4	29 mi	116
11/6	Brooklyn Bridge/Narrows Bridge	Bahensky	"C"	13	30 mi	390
11/7	New Jersey or Bust	Lehmann & Antanis	"C"	39	40 mi	1560
11/7	Croton Dam Ride	Taggart	"B"	4	70 mi	280
11/7	Long Island North Shore	Krzynowek	"A-"	9	72 mi	768
11/13	Ten Mile Time Trial	Lasoff	"A/B/C"	cancelled/rain		
11/13	Bike Ride	Rettner	"D"	cancelled/rain		
11/14	Honeymoon and Silk Bike Ride	Morris	"C"	15	35 mi	525
11/14	Echo Lake	Goldthwaite	"A-"	7	75 mi	345
11/20	Ten Mile Time Trial	Lasoff	"A/B/C"	cancelled		
11/21	Scarsdale	Schweber	"A"	8	50 mi	390
11/26	River Road Discovery Anniversary	Gelobter	"A-"	9	50 mi	450
11/27	And Now for Complete Absurdity	Schweber	"C"	5	40 mi	122
11/25-28	Pennsylvania Dutch Thanksgiving	Weinstock/AYH	"C"	15	69 mi	1035
12/4	Ten Mile Time Trial	Lasoff	"A/B/C"	4	10 mi	40
12/4	Van Cortlandt Ramble	Clarke	"C"	5	26 mi	30

# 1982 RIDE RESULTS SUMMARIZED BY LEADER

by Chris Mailing, 1982 V.P. Rides

So here they are, in the finest Jimmy Rex tradition, the 1982 ride results summarized by leader. A few pointers in understanding how the numbers were compiled:

Number of rides led (No.): The number of rides that went out under this leader.  
 Number of riders (Rdrs.): Number of riders on each ride, divided by the number of leaders, totalled for all rides led.  
 Distance (Dist.): The total distance of all trips led.  
 Club Mileage (ClubMi.): The total of the distances travelled by all riders on each ride, divided by the number of leaders on each ride, totalled for all rides led.  
 Rained out (rain): The number of rides (not included in no. of rides led) cancelled due to weather conditions.  
 Cancelled (cancel): The number of rides (not included in no. of rides led) cancelled due to other reasons.  
 The statistics were compiled from the 1982 ride results listed in the Bulletin (August, December and this issue).

Leader	"C"				"B"				"A"				TOTAL				rain	cancel
	No.	Rdrs.	Dist.	ClubMi.	No.	Rdrs.	Dist.	ClubMi.	No.	Rdrs.	Dist.	ClubMi.	No.	Rdrs.	Dist.	ClubMi.		
April	2	13	75	525									2	13	75	525		
Bahensky	2	23	60	690									2	23	60	690		
Bauman									1	5	220	880	1	5	220	880		
Berger									1	4	75	300	1	4	75	300		
Blackburn									2	16	160	1180	2	16	160	1180		
Clarke	6	23	151	570									6	23	151	570	1	
Cooper									3	15	710	3130	3	15	710	3130		
D'Agostino	3	15	68	501									3	15	68	501		1
DeLillo									1	8	100	750	1	8	100	750		
E.Flowers	2	3	70	114	9	23	490	1334					11	26	560	1448	1	
S.Flowers	4	7	106	258	8	26	490	1414					12	33	596	1672	1	
Friedberg	1	9	30	270									1	9	30	270		
Gelobter									3	28	322	2418	3	28	322	2418	1	
Gertner	2	3	70	114	9	23	490	1334					11	26	560	1448	1	
Goldthwaite									1	7	75	345	1	7	75	345		
Grieder	2	3	70	114	9	23	490	1334					11	26	560	1448	1	
Berbin									5	31	355	2490	5	31	355	2490	1	
Bulbert									1	7	150	750	1	7	150	750		
Bultay									1	5	75	375	1	5	75	375		
Karrin	1	2	38	76					1	20	150	2985	2	22	188	3061		
Kraynowek									2	17	182	1648	2	17	182	1648		
Lahti	1	4	30	120									1	4	30	120		
Lasoff									6	18	120	810	6	18	120	810	2	1
Lenihan									1	8	85	638	1	8	85	638		
Levine	1	3	35	105									1	3	35	105		
Mailing					5	90	175	4565	14	93	1126	8665	19	183	1301	13230	3	
Mantione									1	6	75	435	1	6	75	435		
Miller					7	34	317	2634					7	34	317	2634	2	1
Morris	2	62	60	1700									2	62	60	1700		
Moses	2	12	35	420	1	12	65	780					3	24	100	1200	1	
Ohman									1	4	60	240	1	4	60	240		
Orentlicher									1	8	85	638	1	8	85	638		
Petralito									3	10	155	738	3	10	155	738	1	
Ramos	3	10	30	300	12	50	758	5299					15	60	788	5599	4	2
Reitner																	1	
Rex									3	39	372	4590	3	39	372	4590		
Schneiderman									1	8	100	750	1	8	100	750		
Schnepf																		
Schweber	1	5	40	122					15	63	939	5060	16	68	979	5182	1	
Seltzer									1	3	100	228	1	3	100	228	3	2
Shorter	2	12	58	348									2	12	58	348		
Taggart					15	90	668	6059					15	90	668	6059	5	
Vickers									1	4	60	240	1	4	60	240		
Vojtech									3	17	345	1375	3	17	345	1375		
Weinstock	2	17	45	765									2	17	45	765	1	
Weisman																	1	
TOTAL													166	1041		73523		

## RIDES LED IN CONJUNCTION WITH OR BY OTHER CLUBS

Catskill Wheelmen													1	144				
Country Cycle Club													1	182	100	14700		
Paumotuok Clubs													1	513	120	51900		
Bauman/AYH	1	17000	35	595000					4	110	895	17185	5	17110	930	612185		
Bates/AYH					1	11	35	385					1	11	35	385		
Oohen/AMC	1	10	50	500									1	10	50	500		
DeRose/AYH																		
Flanders/AMC	2	15	60	450									2	15	60	450		1
Ferguson/AMC	1	19	35	665									1	19	35	665		
Gewirtz/AMC	1	20	50	1000									1	20	50	1000		
Lehmann/AMC	9	136	190	4246									9	136	190	4246	2	1
Levin/AYH									1	142	115	16330	1	142	115	16330		
Lubaszka/AYH	1	16	35	569	1	30	55	1650	5	80	370	7375	7	126	460	9594		1
McCabe/AMC/TA	1	23	15	345									1	23	15	345		
Miller/AYH	1	16	35	569									1	16	35	569		
Ramos/AYH	1	16	35	569									1	16	35	569		
Rex/Audax USA									1	16	378	6048	1	16	378	6048		
Silverstein/AYH																		1
Soicher/AMC	1	11	40	440									1	11	40	440		
VerEecke/AYH									1	18	100	1800	1	18	100	1800		
Weinstock/AYH	1	15	69	1035									1	15	69	1035		
Weisman/AYH	1	16	35	569									1	16	35	569		
TOTAL													40	18559		723330		

## A GUIDE TO CO-LISTING NEW YORK CYCLE CLUB RIDES WITH OTHER CLUBS

by Maggie Clarke

As one means of publicizing our club to cyclists in the area (thereby potentially increasing Club membership), ride leaders may wish to co-list their Club rides in other organizations' outing publications. As each club has a unique publication schedule and may have different types of members, tips on co-listing rides are presented below:

1. When listing a ride with another club, be sure to be painstakingly specific about the pace you intend to keep, frequency of stops, total distance, tools and mechanical knowledge required, etc... as well as all of the items normally listed in the Club bulletin (e.g. time and place of departure, destination, ride classification, etc...).
2. If you have or plan to list a Club ride in another publication, list it as joint NYCC (giving your name and number). When listing the ride in the Club bulletin, list it as joint with the other club.
3. Try to size up the riders who show up at the ride fairly early on so that anyone who might not be able to keep up, for whatever reason, might be advised to reconsider continuing on the ride. This rule should apply to all riders on all rides.

### TRANSPORTATION ALTERNATIVES

To list rides with TA, call or write Janet Weinberg, TA, 2121 Broadway, NY, NY 10023; 212-799-6024. The TA bulletin comes out every two months according to the following approximate schedule: (Check with Janet for precise deadline dates)

SUBMISSION DEADLINES:	Feb. 15	Apr. 15	June 15	Aug. 15	Oct. 15	Dec. 15
PERIOD OF COVERAGE:	3/15-4/30	5/15-6/30	7/15-8/30	9/15-10/30	11/15-12/30	1/15-2/30

### SIERRA CLUB

To list with the Sierra Club Outings Bulletin send your write-up to: Tom Dewey, c/o The Sierra Club, (ATTN: Outings Bulletin), 228 East 45 St., NY, NY 10017. The Outings Bulletin comes out every three months according to the following approximate schedule (check with the Sierra Club for a precise deadline):

SUBMISSION DEADLINES:	Feb. 15	May 15	Aug 15	Nov 15
PERIOD OF COVERAGE:	early Mar-May 30	early June-Aug 30	early Sept-Nov 30	Dec.-Feb

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### NOTICE TO ALL PAST, PRESENT AND FUTURE RIDE LEADERS

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Work has begun on the compilation of a RIDES COMPENDIUM for day-long rides in the New York metropolitan area. This book of rides is being written for the convenience of prospective and existing New York Cycle Club ride leaders in planning rides. If you ever plan to scout a ride, why not bring one of these forms along and fill it out as you go? If you are a novice leader, you will be able to consult the Compendium as a reference and become more familiar with accumulated wisdom about rides in the New York City area.

for the Rides Compendium

Ride listings/should be submitted to Maggie Clarke, and preferably completed according to the Ride Listing form which is printed in this issue and which will be available in quantity at Club membership meetings. Completed ride listings will be accepted at any time for inclusion in the RIDES COMPENDIUM. Success of this effort depends on you, past and present ride leaders, so for the benefit of new ride leaders and riders, please take a little time and get your rides together and share them with us.

# RIDE LISTING FOR NYCC RIDES COMPENDIUM

City Island/Orchard Beach	Maggie Clarke	1/14/83
Name of ride	Name of submitter	Date of submission
178th St Manhattan & Broadway	City Island, Orchard Beach	33 miles
Starting point	Destination(s)	Total distance
"A" train, 175th St stop		
Transportation (subways) to starting point		
TOTAL RIDING TIME	POINTS/ACTIVITIES OF INTEREST	LOCATIONS OF FOOD, PIT STOPS
"A" Pace	Van Cortlandt Park	City Island/food
"B" Pace	Bronx Zoo	Broadway/food/pit
3 1/2 hours *	Bronx Botanical Gardens	Jerome Ave/food
"C" Pace	Bronx Park	Orchard Beach/food
(asterisk appropriate category(ies) for this ride)	Pelham Park	Subways at Westchester Ave,
	City Island	White Plains Road, Jerome
	Orchard Beach	Ave, Williamsbridge

List specific directions for entire ride according to the format below and please attach a map (8"x11") with route, destinations and points of interest clearly marked.

STREET, ROAD, HIGHWAY NAME(S)	DIRECTION(S)	DISTANCE	RELATIVE CHANGE IN DIRECTION
Broadway (178th St)	N	3.25 #	left
Van Cortlandt Park S.	E	.3	bear right
Van Cortlandt Ave. W	SE	3 blocks ##	left
Sedgewick Ave	NE	2 blocks	right
Moshulu Parkway	SE	2 blocks	left
Jerome Ave	N	3/4 block	right
N. Bronx Bikeway (BB)	SE-E	1.3	right
cross Allerton St, resume BB	S-E	2.75	right
BB--comes to end at Westchester Av	SE	3 blocks	left
cross Bruckner Expressway	E	1 block	bear left
Shore Road	NE	1	right
City Island Road	SE	1.2	bear right
City Island Ave	SSE	1.3	U turn
(eating stop)			
City Island Ave	NNW	1.3	bear left
City Island Road	NW	.6	right
Road to Orchard Beach	N-E	3/4	U turn
(bathing/eating stop)			
Road to Orchard Beach	W-S	3/4	right
City Island Road	NW	.7	left
Shore Road	SW	.4	cross street
sidewalk of Shore Road	SW	.6	right
cross Bruckner to Westchester Av	W	1 block	right
BB	N-W	3 blocks	straight
continue BB	W-N	2.75	left
cross Allerton, resume BB	W-NW	1.3	left
Jerome Ave	S	3/4 block	right
Moshulu Parkway	NW	2 blocks	bear left
Sedgewick Ave	SW	2 blocks	right
Van Cortlandt Ave. W	NW	3 blocks	left
Van Cortlandt Park S	W	.3	left
Broadway	S	3.25	
# approximate			
## some blocks are long			

# RIDE LISTING FOR NYCC RIDES COMPENDIUM

Name of ride	Name of submitter	Date of submission
Starting point	Destination(s)	Total distance

Transportation (subways) to starting point		
TOTAL RIDING TIME	POINTS/ACTIVITIES OF INTEREST	LOCATIONS OF FOOD, PIT STOPS
"A" Pace		
"B" Pace		
"C" Pace		
(asterisk appropriate category(ies) for this ride)		

List specific directions for entire ride according to the format below and please attach a map (8"x11") with route, destinations and points of interest clearly marked.

[illegible]

## BICYCLE LINKUP #4

Martha Ramos

**RIDE:** Mansions Along The Hudson - 50 - 70 miles of a moderate terrain  
**STARTING POINT:** From Broadway and 178<sup>th</sup> St. (Refer to BLU #1 - 5/82 for a route from Central Park to 178<sup>th</sup> St. or take the A train to the 175<sup>th</sup> St. stop).  
Follow Broadway heading north till you reach the Broadway Bridge crossing (use the walk way or ride with caution across the expansion joints). Right onto 225<sup>th</sup> St. → Left onto Bailey Ave. As you approach the end of Bailey be prepared to make a Left onto Van Cortlandt at 240<sup>th</sup> St. → Right onto Broadway. Broadway will take you into Westchester. Remain on Broadway to Post Street. Left onto Post St. and Right onto Riverdale which becomes Warburton. Two blocks into Warbuton on your left is the Philipse Manor Hall Museum. Follow Warburton north to the intersection of Warburton and Broadway. At the traffic light make a Left onto Broadway. Remain on Broadway and as you approach Dobbs Ferry bear left at the intersection in order to remain on Broadway (Route 9). Remain on Broadway and you will pass Sunnyside (just past Irvington), Lyndhurst (near Tarrytown), the Phillipsburg Manor (in N. Tarrytown) and Van Cortlandt Manor (in Croton on Hudson). You will also pass another mansion of sorts - Sing Sing (near Ossining) and of course the Sleepy Hollow Cemetery.  
**RETURN ROUTE:** Follow Broadway going south (Route 9) to Warburton → Right onto Warburton. Warburton becomes Riverdale Ave. Remain on Riverdale → Left onto Radford St. → Right onto Bway. Follow Broadway to 242<sup>nd</sup> St. You can then take the #1 train back into the city or follow Broadway to 178<sup>th</sup> St. (see BLU #1 for a return route to Central Park).

Information about the admission and hours can be obtained by calling  
a) Sleepy Hollow Restorations (914) 631-8200 b) Hudson River Museum (914) 963-4550

**CORRECTION:** To BLU #2 - 8/82: make a Right on West 38<sup>th</sup> St. and not on W. 37 as originally printed.

### COMMERCIAL ADVERTISING POLICY:

<u>Pricing:</u>	Full page advertisement	\$50.00
	Half page advertisement	30.00
	Quarter page advertisement	20.00
	Eighth page advertisement	15.00
	Per line (min. three lines)	3.00

**wear a helmet!**



- 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.

## HUSBAND AND WIFE TOUR LONG ISLAND

by  
Sara Flowers

We took our first tour of Long Island as the result of a spur-of-the-moment decision, in the middle of the afternoon, in the middle of July, in the Middle of Queens. Now, sixty miles later, the last motel we had passed had been in Cold Spring Harbor. It had had a "vacancy" sign out, and we had assumed that there would be plenty of good rooms available in convenient places. But now we were six hours down the road in Fort Salonga. It was six o'clock in the evening, and we were exhausted from a day of bicycle touring that had started at the front door of our Forest Hills apartment building. It was a muggy day in July, and neither of us wanted to look for a place to collapse: we just wanted the place to be there. Instead, there was a small shopping center, a service station, and a bank. Ed phoned motels which seemed to be within ten minutes' bicycling distance, but found only one with a room which was available only at 10:00 P.M., and then, for only two hours at \$40 an hour.

"Look, man, are you in the motel business or not?" Ed said. "I've been on a bicycle all day. We're ready to drop. We'd like a good night's sleep before hitting the road tomorrow morning."

There was a long pause on the Commack end of the line. The fellow giggled nervously.

"Is that you, Harry?" he said. "Are you trying to kid me? Bicycles? This is a joke, right?"

We found the motel ad on the next page of the telephone book: mirrors, gel beds, complete privacy, rates by the hour, and ...

I called friends who had urged us to cycle out and spend the night with them in Smithtown. A tense voice answered. I outlined our situation. A few guarded words from the friend alerted my domestic radar: we had stumbled into the middle of a marital -- er -- thing.

She informed me that if her husband returned that evening, he would pick us up and take us back to our home. No, I assured her, we didn't want to go home -- we just wanted a motel room or a back yard or ...

"Quite impossible," she snapped.

This was our first bicycle trip into Cheever-land.

The service station attendant suggested that we call the Commack Motel. The initiative went back to Ed: he proposed that we eat at the local Chinese restaurant and then -- probably because he is a finance professor -- bed down on the lawn of the bank. I became a bit hysterical. Several local teenagers had already biked or strolled over to chat with the middle-aged cyclists and check out the bicycles. One had suggested the two-hour motel. I envisioned a night filled with teens, police, dogs, and maybe a local maniac or two. Ed steered me to the restaurant, but avoided mentioning the bank again.

After supper, we rode to the shore in the fading light. We met more teens on foot, on bicycles, in cars. The beach guard, assuming that we were locals, let us onto a very beautiful, but rocky, beach. It was definitely not where I wanted to bed down. We watched a spectacular pink-orange-red-purple sunset. Ed blinked and grinned.

"I've spotted our camp site. There's a hole in the golf course fence a quarter of a mile back toward Fort Salonga," he said.

Great. If he spotted it, then every local teen knew exactly where it was ...

We thrust our bikes through the fence and up a hill, flushing out a courting couple in a golf cart who fled in terror before our thrashing entrance onto the green. We picked a soft spot, spread out our bandannas, wrapped up in our nylon windbreakers, and settled down to freeze on this "warm summer evening." Teenagers were everywhere. The aroma of pot provided a contact high as July melted into December. There was no moon, so someone would have had to trip over us to find us.

I fell asleep around 5:00 A.M. just as Ed hiked off in the direction of the Sound to watch the sunrise. Five minutes later he was running back.

"Up, up! Golf carts are on the way!" 1/ he said.

We didn't have much camp breaking to do before scrambling back through the hole in the fence. Twenty minutes later we were eating breakfast in a little diner as we watched the Fort Salonga Bank's sprinkler system turn on. There wasn't a single teenager in sight.

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1/ This was the renowned Indian Hills Golf Course. No one can claim that millionaires are lazy.

With compelling shy sensitivity of a used car sales man I have to admit, if the economy could have made as much improvement as I did in cycling, we would be well off long time ago. Just for last year's effort I'm ahead by 21 more Centuries, 5 longer ones, and 4 Marathon type events. My "workin" capital had been 9111 miles, of which 2340 came from small change transactions of commuting. Being safety conscientious, I kept the asphalt monotony from wearing down my soul, by boosting my activities with 57166 push ups, 13817 situps, 15763 leg raises, 4880 back strengthening exercises and assorted calisthenics. In a case of mistaken identity I was already referred to being an "Animal", but not really because I'm an Animal Trainer. The challenge of keeping the spirit after ending the season on such a high note is like repeating myself (see March 1982 Bulletin).

The transition from one year to the next I approach with the New Year Century best. Our Club been the longest established touring cyclist organization in the Metropolitan area since 1937. But this event is best promoted by the longest established racing Century Road Club Ass'n founded in 1898. I'm also a member of this prestigious organization with qualifications to participate, and even do well in their events. Previously having won twice, place 2nd twice, 3rd once of 8 attempts, one of which was lack luster, the other down right disastrous performance, and one I couldn't even finish. When I did well, usually the weather was tougher to cope with than me, but bothered me less. I had acquired the reputation for doing well on a nasty day, but some of us blessed with a degree of talent have to deal with greatness no matter what. I wouldn't allow modesty or creeping sanity deter me from my schedule either.

However on Dec 23rd, one unappreciative character posing as a mid Manhattan cab passenger sabotaged my plan, flung a door open into my path to cramp my style. Trying to squeeze by somewhat unceremoniously I sideswiped a parked car in turn. My handlebar got hooked on the outer rearview mirror, and before I could finish cursing in mid air, I had crashed hard enough to hurt my right knee. People like this indirectly test and pose a question about my cycling commitments. I wonder if I could fare better pursuing more vigorously another interest of my bachelor days in the field of contemporary social anthropology, and master to a greater degree some firsthand knowledge about the mating habits of North American Women. At least it wouldn't hurt. But the time it takes to establish a network of collaborators, I can finish another New Year Century too.

This time with ideal spring-like weather 37 to 47 F clear day and dry road, we had an all-time record of 17 entries. Most of them starting out together in the hopes of some energy saving drafting, keeping it to a good pace. If anybody knew, this was the day to take me on with least contention, which bothered me less than my aching knee.

Just last summer did Charlie Denholm and Jim Boyd tailed by Alex Beckerman beat me out of my informal 1977 veteran record to Montauk Point, on which I clocked 5:05 hrs for a 100 miles. As a consolation I rode 325 miles in 24 hrs Pepsi Cola Marathon, 600 kilometer in 36:16 Syracuse Time Trial with the lead group, and a record 38:00 hrs to Montreal for consolation in a lone maverick style. But now I was aiming at a 7:00 hrs performance regardless of placings. I felt more obligatory than excited about it.

As on five previous occasions, I started 7:00 A.M. from Triborough Bridge at 18 mph in 76" gear, only to warm up and take off a jacket in a half hour. After 20 miles my knee was slightly aching but took a chance on highgears in the tail wind. I was able to eat, drink, and arrive fresh in 86" gear at 51 mile half point under 3 hrs by 9:55 A.M. at Rt 347 & Jericho Tpk East of Smithtown. The 50 mile would have been better to turn around if it didn't call for verification. It happens to coincide with a dog pound, and I would hate to be detained in a place like that with a name like Rex. So I threw my fate at the mercy of CRCA's head honcho Lou Maltese to verify my time and distance.

After 50 miles of solo ride it was a welcome change to be talking with someone, even if about my negative prospects, since 3 good riders were hot on my trail to pass me up soon. I gave them another 25 miles tackling the 16-20 mph head wind in 71-81" gears, as the painfully naive and hopeless futility hasn't developed with deciding clarity who will play the role of an incurable fool or great opportunist.

I retained enough privacy to notice the contrast of my road bike feeling heavy, unresponsive, seat low and far back, toes doing more work load than necessary compared to a track bike I got accustomed to riding the previous two months.

(continued, over)



Soon this negative observation gave way to muscle aches in the thigh and groin, but with a consolation that the others who share my misery are the cause of it, I pressed on relentlessly. They are welcome to keep me company...

Winners do pay an admission price of glory in various denomination of aches, pains, side stitches, pulled muscles or tendons, and assorted discomforts. So I just had arrived at making another installment in trading cramps with my contenders, who been still out of sight but not far behind.

12:15 P.M. at 79 miles I got caught off guard munching, by two bike slingers. Dan Daudier who won the November 50 mile Mangioni race I could recognize; his partner who must have been Ray Murphy had his head so wrapped up I couldn't. In turn neither of them seemed to recognize me. That may have been caused by my low keyed appearance due to an uncertain knee: which prompted hedging my bets not only to be prepared to prevail but for a demise far from home also. In other words I was geared for bad weather, being stuck out after sundown, just having fixed 4 flats the day before, and the like. This in turn was reflected by an old and weary looking bike with full fenders, mounted lights, seat bag, and a weary looking rider perhaps, wearing an army field jacket because it has more pockets than a bike shirt.

It dawned on me instantly to keep a poker face by letting them pass me without any attempt to get into their slip stream. I didn't want to alert them to pick up the pace even more. The ploy must have worked as I bid my time in a reverse role. It's easier to keep in sight somebody front of you than behind you. At 83 miles I lost sight of them. They could have gotten off the road for a drink, fix a flat, or just tear ahead. Taking no chances I went into a high gear assault that would make Genghis Khan a sissy by comparison. This panic reaction put me into cramps that called for third place salvage operation. But with 8 miles remaining already tired of being tired, I spotted 2 riders ahead. By then within city limits, it seemed like I got myself into a red light district to screw up my pace. Having been hurt by cars already twice in the past just going straight on a green light middle of the day, I lost the ultimate faith to regard them as an absolute measure of safety, and choose to overlook red lights now and then. I was never hurt by a traffic light of any color, so I'm more keen on traffic per se. While I don't recommend this, I have gone ahead as fast as I could. Regardless the riders ahead were just "locals" and not of the Express variety. This in turn rekindled my hopes for another final assault. By then it was warmer and easier to ride. Afterwards 4 miles from the finish I was reminiscing about a flat tire last year in pouring rain, with numb fingers dripping wet; by contrast this time I was feeling great.

I had my share of errors calculating as did the other riders I'm sure, but with some determination, effort and luck I was able to live up to rather than off my past accomplishments. It turned out I was able to finish 15 minutes ahead my schedule, while the others delayed theirs by 10 minutes. The marginal difference put 25 minutes between us, proving "Ironleg" isn't just a horse that runs good only on a muddy day!

It would have been fair to contact the other riders to get their share of experience expressed too, but time and space wasn't available.

#### OFFICIAL RESULTS OF 1983 CENTURY

1:45 P.M.	Jim Rex . . . . .	Started on time 7:00 A.M.
2:10 " "	Dan Daudier, Ray Murphy, Pete Morell, " " " " "	
" " " "	Mike Alex, Elissa Terry, Al Mantaring " " " " "	Late by 10 min.
2:30 " "	Joe Turner . . . . .	" " " 1 hr & 10 "
2:35 " "	Dennis Hultay. . . . .	" " " 10 "
5:00 " "	Jerry Allen . . . . .	" " " 1 hr & 45 "
Also	Steve Heller rode 70 miles	
	Brenda Heller " 40 "	
	Jonathan Massey ? "	
	Francisco Cuevas ? "	

data of one Massachusetts rider not yet received  
Karl Bruning and Harold Orenstein did not start.

13 January 1983

Your letters and phone calls in the immediate future can substantially affect how seriously bicycle use is treated in 1983 sessions of the City Council, State Legislature, and Congress.

The Governor, Lt. Governor, 2 US Senators, 8 Members of Congress, 19 State Senators, 33 Members of Assembly, and 27 Councilmembers are strongly in support of nine policy issues, as detailed below. A major immediate objective is to obtain responses from the 57 legislators from NYC who haven't responded. Contact by constituents--by mail and/or phone--is essential.

If one or more of your legislators are listed below, please write/call to request that the Bicycle Transportation Action questionnaire be completed and sent to me at the above address, with a copy to you so you and other constituents will directly know their stand. Please also ask what specific actions have been taken to encourage safe and effective bicycle use. If they can't find the form, ask that they call/write me for another (or let me know and I'll send with covering note per your request). If you're not sure of legislators' names or want local addresses/phones, call the League of Women Voters Information Service, Monday-Friday 10 am-4 pm, 674-8484.

On average, one per cent of people who care about an issue will contact a legislator to express views. Every letter and phone call thus represents 100 people. Some legislators seldom hear from constituents about cyclists' needs; your effort will have a direct impact. If you'd be willing to serve as liason with your legislators, please call me at 288-3103. The missing 57 are:

City Council, City Hall, NY NY 10007: Salvatore Albanese, Rafael Colon, Jerry Crispino, Thomas Cuite, Michael De Marco, Wendell Foster, Nicholas LaPorte, Michael Long, Thomas Manton, Jack Muratori, Luis Olmedo, Mary Pinkett, Aileen Ryan, Edward Sadowsky, Frederick Samuel, Joseph Savino, Archie Spigner, Priscilla Wooten

State Senate, Albany, NY 12247: John Calandra, Anthony Gazzara, Roy Goodman, Anna Jefferson, Andrew Jenkins, Martin Knorr

State Assembly, Albany, NY 12248: Frank Barbero, William Boyland, Geraldine Daniels, Angelo Del Toro, Herman Farrell, Stanley Fink, Louis Freda, Ralph Goldstein, Edward Griffith, Alan Hevesi, Dov Hikind, Cynthia Jenkins, Joseph Lentol, Nettie Mayersohn, Vincent Marchiselli, Helen Marshall, Louis Nine, Jose Rivera, Victor Robles, Frederick Schmidt, Anthony Seminerio, Jose Serrano, Sheldon Silver, Leonard Stavisky, Albert Vann, Helene Weinstein, Saul Weprin

House of Representatives, Washington, DC 20515: Mario Biaggi, Robert Garcia, Guy Molinari, Major Owens, Ben Rosenthal (deceased), James Scheuer

Of the 146 legislators and 2 executives, 91 responded, leaving the above 57 as a current focus. Per cent in support are: 98%: governmental action to encourage bicycle transportation; 96%: secure bicycle parking and reasonable office access; 93%: more summonses and warnings to bicyclists violating traffic laws; 96%: school board compliance with State law requiring bicycle safety education; 78%: compliance with law prohibiting federal funding of projects severing bicycle access; 77%: reimbursement of government employees using bicycles for official business; 89%: encouraging government employees to use bicycles for transportation; 81%: phased replacement and/or retrofit of hazardous parallel-bar sewer grates; 89%: data collection and analysis for bicycle use as for other transportation modes. In addition to these percentages, there were several qualified support answers.

*Please help - Roger*

ANNUAL AWARDS -- Reported by Irene Walter

At the December 1982 Club meeting, the following nominations were made and awards given (starred):

RIDE OF THE YEAR: \* Lake Hepatcong (Schweber/Rex) (all won)  
\* New Jersey Pine Barrens (Schweber)  
\* Lambertville, NJ (Ramos/Taggart)  
\* Queens to Grandmother's Deli (Lehmann)  
\* July 4th Shelter Island (Ramos)  
\* Ridgefield, CT (Mailing)

RIDER OF THE YEAR: \* Louis Berardinucci  
Ione Ohman  
Carole Chavanne  
Bill Vojtech  
Bernie Brosk

BEST-DRESSED BICYCLIST: \* Doug Blackburn )  
\* Ed Schweber (for improvement) ) -- a tie (no pun intended)  
\* "Don't give a damn" )

ROOKIE OF THE YEAR: Irv Weisman  
\* Alex Bekkerman  
Carole Chavanne's daughter

COMEBACK RIDER OF THE YEAR: \* Sara Flowers (by acclamation)

BEST COUPLE: Carole Chavanne and Jim Ver Eecke (no one won)  
The Bornfelds  
Sara and Ed Flowers  
Phyllis Lehmann and Mike Antanis  
Gloria Lasoff and Chris Mailing  
Karen Reich and Jerry Scher  
Connie (nee Orentleicher) and Bill Lenihan

ANIMAL OF THE YEAR: James Rosar  
\* Louis Berardinucci's dog  
Don Burch  
Ione Ohman

PROGRAM OF THE YEAR: \* Roslyn Sofer (on knees)  
Lew Bodak (on Brazil and South Africa)  
Dr. Jack Kugelmass (on bike messengers)  
Maggie Clarke (on China)

SPECIAL AWARDS:

Marty Wolf to Tony Manton: "Singer of the Year."

Irv Weisman to Dave Miller: "SHLEP OF THE YEAR," for lugging those club jerseys to each club meeting.

Bill Vojtech to Jimmy Rex: a picturesque, colorful (some might even say off-color) T-shirt. (Did it really say "Hard saddle, easy ride"?)

Dave Miller to Joe Hulbert and Louis Berardinucci: century patches.

Awards to the 59 ride leaders of 1982 were announced and presented to those ride leaders present.

For having led the most A Rides club mileage in 1982: Chris Mailing, Ed Schweber, Jimmy Rex, Bill Cooper.

...the most B Rides club mileage...: Marsha Taggart, Martha Ramos, Chris Mailing, Dave Miller.

...the most C Rides club mileage...: Phyllis Lehmann (and Mike Antanis), Charles Morris, Amy Weinstock.

# Board of Directors Meeting

## SUMMARY OF JANUARY 1983 BOARD MEETING MINUTES (UNAPPROVED):

1. The Board decided to appoint David Moses to replace Hilary April as B rides Coordinator.
2. Martha Ramos presented Club membership trends--there has been a substantial increase since 1980, and discussed new means of attracting quality members.
3. Carole Chavanne announced a new format for Club membership meetings, including activities during the social hour from 6 to 7pm.
4. Ed Schweber proposed that one weekend be set aside primarily for scouting rides.
5. Maggie Clarke made a number of suggestions about new publicity initiatives, including a new club brochure, co-listing of rides (see guide elsewhere in this issue) and writing an article for the NY Road Runners on cycling for runners. She also proposed to circulate a Ride Listing form to be completed by leaders for the new Rides Compendium (see form elsewhere in this issue).
6. The next board meeting was scheduled for Tuesday, February 1, 1983.

Copies of the complete, approved minutes are available from Maggie Clarke.

## Membership Update

TO ROSTER IN DECEMBER 1982 BULLETIN

### ADD:

Sandy Bockman	578 Fifth Ave., NY 10036	-
Barry Bryer	351 E. 84 St. #6B, NY 10028	737-7743
Robert Ferguson	1675 York Ave. #6L	369-3656
Marc Freedman	377 5th St., Brooklyn NY 11215	499-3440
Robert Hertzfelder)	Century Village West, Boca Raton, Fla. 33434	
Janet Hertzfelder )		
David Horwitz	2600 Netherland Ave. #1602, Bronx NY 10463	796-5161
Ann Jamison	185 E. 85 St. #34D, NY 10028	831-1285
Martin Karrin	233 E. 80 St. #2A, NY 10021	988-8511
John C. McGee	1150 W. 7th St., Erie, Pa. 16502	-
Barbara Peel	377 5th St., Brooklyn NY 11215	499-3440
John Prior	219 W. 14 St. #3F, NY 10011	691-0069
Marilyn Reisman	20 E. 9th St., NY 10003	477-0399
William A. Roy	340 E. 80 St. #11F	472-2561
John Sturman )		
Patricia Sturman)	95 Ft. Hill Circle, Staten Island NY 10301	-
Martin Telles	105 Briarcliff Rd., Mountain Lakes, NJ 07046	201/335-2425
Chris Weinschenk	87 Hicks St. #D, Brooklyn NY 11201	875-4255
Peg Werns	30-11 34 St. #2D, Astoria NY 11103	545-4625

### CHANGE OF ADDRESS:

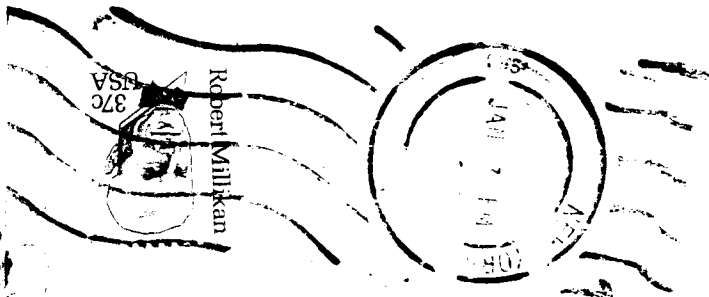
Brian Sharlack	759 Ridgefield Rd., Wilton, Conn. 06897	203/834-1108
Amy Weinstock	P.O. Box 1117, Madison Sq. Station, NY 10159	-

MARTHA RAMOS SAYS: IT'S TIME TO RENEW !!! SEE APPLICATION OVER



# FIRST CLASS

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



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. CCC 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:

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