

December  
1984



IN ITS 48TH YEAR...

P.O. Box 877, Brooklyn, NY 11202

DECEMBER, 1984

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INSIDE

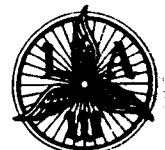
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# Ride Listings -- compiled by Sara Flowers, V.P. Rides

## 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/Riders	RIDE AND RIDER CLASSIFICATION	Riding Pace
"A+" ANIMALS	Anything goes. Eat up roads, hills and all.	17+ mph
"A" SPORTS(WO)MEN	Vigorous riding over hill and dale. High regard for good riding style. Can take care of themselves anywhere. Stop every two hours or so.	14-17 mph
"B" TOURISTS	Moderate to brisk riding along scenic roads, including hills; destination not so important. Stop every hour or two.	11-14 mph
"C" SIGHTSEERS	Leisurely to moderate riding. Destination oriented: nature, historical, cultural. Stop 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.	to 8 mph

Any member may lead a ride. See the respective Ride Coordinator to submit a Ride Listing form. Ride Coordinators' names and telephone numbers are listed on the cover of the Bulletin.

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

Sat Dec 1  
B-/B/B+ INTERESTED in a B ride during the month of December? Call Martha Ramos (718-858-9142). Although I will not be riding, I will act as a clearing house for riders interested in doing a group ride.

Sun Dec 2  
A PHANTOM NEW JERSEY Leader: Steve Sklar (212-245-3245). With inspiration from the film of the 1984 Tour de France shown at the Club meeting in October, I will lead an as yet uncharted adventure into the wilds and hills of Central New Jersey. Don't worry, we won't try to match the pace of Laurent Fignon. Meet at the corner of Vesey and Church Sts. (northern end of the World Trade Center) for the PATH ride to Newark. Bring your PATH permit. This ride will maintain a pace line where possible. Rain cancels.

Sun Dec 2  
B DIAL-A-RIDE (WESTCHESTER) Leader: Maggie Clarke (212-567-8272). Meet at Triangle Park. Now that the days are shorter and the weather unpredictable, join me for a Dial-a-Ride. Call the evening before the ride. Destination and mileage will be determined the day of the ride. Cancellation policy: (1) 70% chance of precipitation (rain, snow, sleet); (2) starting temp below 45 degrees F.; (3) winds over 10 MPH.

Sat Dec 8  
A THE COLD NORTH Leader: Josh Keller (212-674-0955). Meet at the Central Park Boathouse for a rapidly paced adventure that will scout out some brave new pathways through Westchester. A must for those who have no fear of pace lines or disorientation. Rain, snow, or temps under 10 degrees F will cancel.

Sat Dec 8  
B WESTCHESTER ROUNABOUT Leader: Roy Lawrence (212-TR7-2292). Meet at Fordham Road and Grand Concourse, Bronx (D Train), and ride to a brunch stop in Scarsdale via Pelham and New Rochelle. We will continue north and west to Valhalla via the Kensico Dam, with an indoor snack stop in the afternoon, on the Central Westchester return route. Bring money for food and a lightweight lock. Rain, snow, high winds, icy roads, or a starting temp below 30 degrees F will cancel. Low gears suggested.

Sun Dec 9  
A A FAREWELL TO WHEELS Leader: Maxim Vickers (212-889-7100/ 718-728-7179). I shall ride no more in 1984 (going on vacation the following Thursday). The object of this ride is that excellent French toast in White Plains (yes, the challah kind, with strawberry preserves). We shall make our way there from the Boathouse, posthaste. Be the elements merciful, we shall subsequently range as far as Chappaqua, otherwise run directly for cover. Precipitation and/or sub-30 degrees F temperature at 8:00 AM cancels.

Sun Dec 9  
B-/B/B+ CALL MARTHA RAMOS (718-858-9142). Although I will not be riding, I will act as a clearing house for riders interested in doing a group ride.

Sat Dec 15  
A  
65-70 mi.  
8:45 AM  
HIGH TOR OR THEREABOUTS Leader: Claire Goldthwaite (212-228-0828 evenings). Meet at the George Washington Bridge Bus Terminal on Ft. Washington for perhaps the last ride to High Tor in 1984. Since I can't improve on a class act, I'll use Doug Blackburn's route, a ride that was rained out in November. It's scenic with a lovely downhill; only the pace will be a bit slower, reflecting the effect of cold weather on warm muscles. Precipitation and/or sloppy roads or starting temp below 25 degrees F will cancel.

Sat/Sun  
Dec 15/16  
B  
9:30 AM  
LONG ISLAND DIAL-A-RIDE Leader: Alinda Barth (718-441-5612). If the weather cooperates, I will lead a ride this weekend. Call Friday evening. Destination and distance will be determined the day of the ride. Precipitation and/or starting temperatures below 30 degrees F will cancel the ride.

Sun Dec 16  
A  
75 mi.  
8:00 AM  
OYSTER BAY Leader: Doug Blackburn (212-888-0048). Meet at Tramway Plaza (59th and 2nd Ave) for a fast-paced ride to Oyster Bay. (At best this will be a brunch stop, so eat breakfast before you start.) Precipitation or 7:30 AM temp at or below 25 degrees F will cancel the ride.

Sat Dec 22  
A  
55 mi.  
9:00 AM  
UNDER THE RIVER AND THROUGH THE WOODS Leader: Lee Gelobter (718-646-7037). Meet at the SW corner of 23rd St. and 6th Ave for a quick ride up to Nyack via Blvd East, River Road, and the Tallman Bike Path. Return via 340 and 501 to either the George Washington Bridge or Hoboken PATH Station. 8:00 AM temps below 25 degrees F, 60% chance of precipitation and/or winds above 15 MPH will cancel. Call Lee for details.

Sat/Sun  
Dec 22/23  
B+  
DIAL-A-RIDE (WESTCHESTER) Leader: Ed Schweber (212-567-2661). Meet at George Washington Bridge Bus Terminal. Call the evening before the ride. Destination and mileage to be determined on the day of the ride. Cancellation policy: (1) 70% chance of precipitation (rain, snow, sleet); (2) starting temp below 45 degrees F; (3) winds over 10 MPH.

Sat Dec 29  
A-  
70 mi.  
8:10 AM  
PASCACK TO NYACK AGAIN Leader: Marty Wolf (212-935-1460). Meet at the PATH Stop (outside, SW corner 6th Ave and 23rd St) at 8:10 AM -- train leaves roughly 8:15-8:20 AM. We'll take the relatively pretty route through Oradell along Pascack Road up Bradley Hill Road into Nyack. The trip is roughly 42 miles to Nyack (no stops), 28 miles return trip to either George Washington Bridge or back to Hoboken. Temp below 25 degrees F cancels; if weather is terrible, ride will go off on Sunday 12/30. Call Marty if any questions.

Sat/Sun  
Dec 29/30  
B-/B/B+  
CALL MARTHA RAMOS (718-858-9142). Although I will not be riding, I will act as a clearing house for riders interested in doing a group ride.

Tue Jan 1  
A-/B+  
45 mi.  
10:00 AM  
THIRD ANNUAL NEW YEAR'S DAY GET OFF YOUR DONKEY RIDE Leader: Ed Schweber (212-567-2661). Hey gang -- it's 1985! And how many miles did you say you were going to ride this year? Well, you won't do it by sitting on your donkey. Meet at 10:00 AM at the Central Park Boathouse for a ride to the Flagship Diner in White Plains. Rain or subfreezing temps at 9:00 AM will cancel ride.

An A or B or C Ride by Any Other Name ...

Cast your eyes over the guide lines for rides, ride and rider classification at the beginning of the ride listing. Are you able to successfully fit yourself into the pattern? Did the rides you went on this year conform to these guidelines and classifications? Did you find rides which were comfortably or challengingly paced for you? Were your ride leaders able to give you accurate information that helped you select and successfully complete your ride? As a ride leader or potential ride leader, do you agree with the guidelines and classifications?

If you have questions or suggestions for the club on these elements (riding speeds, classification system, pace determination, successful ride selection), please call or write the following people:

Sara Flowers (212-921-4317/718-544-9168)  
Irv Weisman (212-562-7298)  
Doug Blackburn (212-888-0048)  
Maxim Vickers (212-889-7100/718-728-7179)

These topics will be discussed as the program of the February meeting, which will be based on your input and on scientifically determined data from some actual NYCC rides.

Please let us hear from you.



**WILLIAM N. HOFFMAN**

53 Claire Avenue  
New Rochelle, N.Y. 10804

**ANNOUNCING MEETING WITH JOHN FORESTER**

John Forester, author of Effective Cycling and Bicycle Transportation and developer of the well-known Effective Cycling course, will be on the East Coast during the first week in December. I am hosting an informal meeting and discussion at my house on TUESDAY, DECEMBER 4, at 7:30 PM, to which you are invited. Come and meet John...

.... learn about the Effective Cycling League, the new organization he founded to work for cyclists' interests in educational, legislative, and law enforcement matters. John's break with L.A.W. and establishment of ECL has generated much controversy. Find out what's been happening and what is likely to happen in the future. This promises to be a lively meeting; if you're concerned about cycling public policy issues, you owe it to yourself to attend.

Directions to my house from major highways are given below.

From exit 16 of New England Thruway (I-95): Follow signs for North Avenue. Turn right on North, go one mile, or 11 traffic lights, to Beechmont Drive, which is the first right after Iona College and is opposite a Barclays Bank drive-in office. Bear right on Beechmont, go 0.5 mile to the third street on the right, which is unsigned. Turn right, then immediately bear left onto Pryer Place (not Pryer Terrace), go one-half block, turn right on Claire Avenue. #53 is the third house on the left.

From the Hutchinson River Parkway southbound (from Conn. & I-287, I-684): Take Mohegan Place exit, #19, make extreme sharp right turn (about 135°) onto Kewanee Rd. Proceed to first stop sign, turn right, go one block, turn right again onto unsigned Pinebrook Blvd. A fire station is on the left at Pinebrook. Follow Pinebrook exactly 3 miles to stop sign at Beechmont Drive, turn right, go one block up hill to unsigned street on left. Turn left, then immediately bear left onto Pryer Place (not Pryer Terrace), go one-half block, turn right on Claire Avenue. #53 is third house on the left.

From Hutchinson River Pkwy. northbound/Cross County Pkwy.: Take New Rochelle Rd. exit from either parkway. In both cases, turn right from exit ramp, proceed to traffic light at Eastchester Rd. (from Hutch, this is only 50 feet). Turn left on Eastchester, proceed to end at North Ave. Turn right, then take first left onto Beechmont Drive. Proceed 0.5 mile to third street on right, which is unsigned. Turn right, then immediately bear left onto Pryer Place (not Pryer Terrace), go one-half block, turn right on Claire Avenue. #53 is third house on the left.

# Club Meeting Program -- arranged by Carole Chavanne, V.P. Programs

## \* HOLIDAY PARTY AND DANCE \*

It is the season of cheer...so let's cheer ourselves with music, dance, and special awards. Get ready for live, professional music; bring your dancing shoes, and a friend, if you like. Dance to the Bross Townsend Duo, and come prepared to vote for your favorite...

Ride of the Year  
Rider of the Year

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

Animal of the Year

Best-Dressed Bicyclist  
Best Couple

Best Program of the Year

If you have any Special Awards you would like to present, please contact Carole Chavanne (462-7623) prior to the meeting, so she can put you or it on the agenda.

So come...

**DATE:** Tuesday, December 11,

**TIME:** 6 P.M. for beer, cocktails, soda, or just plain socializing.  
7 P.M. for dinner.

IF YOU WANT DINNER AT THE FIXED PRICE, YOU MUST PURCHASE IT BY 7 P.M.

**PLACE:** Alpine Tavern  
Downstairs under the McAlpin Hotel  
34th Street and Sixth Avenue, southwest corner.

**BICYCLE PARKING:** Your bicycle is welcome inside.

**MENU AND FIXED PRICES (include tax and tip):**

Sole, potato, vegetable, salad, coffee .....	\$11.00
Roast chicken, potato, vegetable, salad, coffee ....	\$10.00
Roast beef, potato, vegetable, salad, coffee .....	\$10.00
Quiche, salad, coffee .....	\$ 8.00

Upon placing your order and paying for your dinner, you will be given a color-coded ticket which will be collected when you receive your dinner. Make sure you receive the correct colored ticket.

The \$2.00 surcharge is in effect: If you order dinner after 7 P.M., the price of your dinner will go up \$2.00 to pay for the extra costs involved in preparing a late meal.

Non-diners will be seated apart from the diners so they will not be included in the dinner count. The club pays the restaurant per diner, so any diner not paying his or her tab is "sticking" the club!

JOSH KELLER has volunteered to collect the dinner money at our December club meeting.



### Cycling Shorts --- Gregory D'Agostino

A little time back, Chris Mailing passed along to me an article from CAR & DRIVER entitled A COOL AND LOGICAL ANALYSIS OF THE BICYCLE MENACE AND AN EXAMINATION OF THE ACTIONS NECESSARY TO LICENCE, REGULATE, OR ABOLISH ENTIRELY THIS DREADFUL PERIL ON OUR ROADS by P.J. O'Rourke (they will have to shorten the title for the movie). Below is a holiday treat by way of an excerpt or two.

"Bicycles are top-heavy, have poor traction, and provide no protection for their riders.

"Bicycles are also made of many hard and sharp components that, in a collision, can do grave damage to people and to the paint finish on automobiles. Bicycles are dangerous things.

"Of course, there's nothing wrong, per se, with dangerous things. Speedboats, race cars, fine shotguns, whiskey, and love are all very dangerous. Bicycles, however, are dangerous without being any fun. You can't shoot pheasants with a bicycle or water-ski behind one, or go 150 miles per hour on one, or even mix one with soda and ice. And the idea of getting romantic on top of a bicycle is alarming. All you can do with one of these ten-speed sink traps is grow tired and sore and fall off it.

"Being dangerous without being fun puts bicycles in a category with open-heart surgery, the war in Vietnam, the South Bronx, and divorce. Sensible people do all they can to avoid such things.

"Bicycles are un-American. We are a nation that worships speed and power. And for good reason. Without power we would still be a part of England and everybody would be out of work. And if it weren't for speed, it would take months to fly to L.A., get into the movie business, and become rich and famous.

"Bicycles are too slow and impuissant for a country like ours. They belong in a country like Czechoslovakia."

The full text can be had if you send a self-addressed stamped envelope to me.  
Have a Happy Holiday. ..



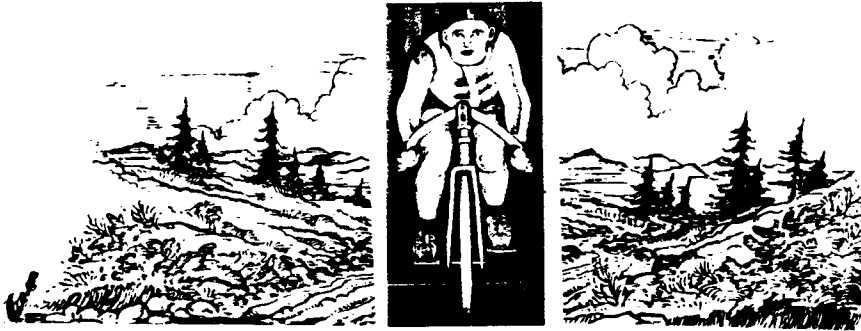
*"c" notes --*

A very special thanks to the folks who have led C Rides in 1984. I learned something from every one of them.

Jane Barker, Alinda Barth, Phil Botwinick, Bernie Brosk, Doug Chandler, Joe Chappelle, Scott Feldman, Ellen Goldner, Scott Kochman, Roseann Korska, Phyllis Lehman, Richard Lenat, Lenny LoPinto, Dianna Maeurer, Richard Marvin, Jane Rothenberg, Larry Rottersman, Fred Seiden, David & Valerie Walls, Herb Wasserman

*Gregory*

THE DESCENT INTO FRONT ROYAL. Maxim Vickers



Why am I climbing?

This hill is not supposed to be here. I do not recollect much coasting during yesterday's twenty-mile-long assault on the Hogback. We started immediately up from the park gate, spun and danced up and up on switchbacks and straights, higher and higher in the bubbling freshness of cool morning air and the euphoria of numbers, towards the crest of the Blue Ridge, rising up to the sky from Virginia flatlands, to high above the shimmering whiteness of fog blanketing the twin valleys of the Shenandoah.

Yet now, retracing this route in the other direction, my legs are telling me something my mind is reluctant to accept. After two-hundred miles and nearly twenty-thousand vertical feet, it still is not all downhill. I had ridden all day in anticipation of sighting Front Royal from the escarpment atop the Hogback where the road makes a sweeping curve in the wild blue yonder after three miles of clenching teeth over creeping pavement. From then on it would be a breeze, an almost uninterrupted orgy of high-speed descent, of circling, soaring, spiralling, diving for home.

Well, the key word is "almost." It was but a breath-catcher going south, a dip in the profile map obscured by the heaves and drops which dwarfed a cyclist's insect-like progress. Now with my guard down and false hopes fuelled by the deceptive proximity of the final goal, I am being treacherously waylaid by a mere...what? a five-hundred footer?!

It is gradual, oh ever so gradual! A refined instrument of torture: the elegant straight line, the dense forestation demurely concealing the following installment. Like the infamous "faux plats" of central Brittany, the mammoth frozen swells, huge plains tilted at an angle in a manner such that the eye is fooled, though the legs are not.

Sure enough, there is more of the same around that left turn!

Finally the ledge. Another tantalizing view. Any more surprises? Zipping right along in a tuck, banking the curves wide, barreling so fast that the ranger station comes by in a flash. Brakes have to be applied seconds later at the main intersection, and from then on it is Sunday afternoon traffic in the streets of a resort town. The wind is on my back: smooth sailing all the way.

Not quite!

Oh, the precious little parcel! Truly little -- about twenty feet worth, but steep: across the bridge and up the riverbank. The difference is, though, that for the first time in two days of battling giants, here is something I can see over the top of.

Just you wait!

I bare my teeth, roar out of the saddle, stomping the pedals, and **BLAST THE LITTLE BUGGER TO SMITHEREENS.**



## WHAT SOME MEMBERS ARE UP TO ...

Reprinted from the League of American Wheelmen's BICYCLE USA, November 1984 issue:

### **New patches proposed**

The composite (four-part) Sanctioned Century Series patches lend themselves to training programs of progressively increasing distances. However, the patch design is too faithful to our historic patches and the distances are not spaced well for training purposes, or even for commemorating significant increases in personal bicycling achievements.

The 1984 Sanctioned Series consists of a quarter century (25 miles), half century (50 miles), metric century (100 km/62 miles) and century (100 miles) patches. The metric patch does not fit well into this sequence—it is too close to the half century and too far from the full century distances, and it is metric measure, unlike the others.

The composite patches should be: quarter, half, three-quarter and full century. This sequence has uniform 25 mile increments and makes for a better training progression.

The metric patch can be incorporated into other patch sequences, such as quarter-metric, half-metric, three-quarter metric and full metric. This would be an attractive sequence for newcomers to bicycling and is achievable in one season of riding and has the virtue of being suitable for a composite format.

A more strenuous version of the metric sequence would be: half-metric, full-metric, one and one-half metric and double-metric.

Individuals and clubs might very well be interested in striving for all three patch sequences as part of a long range training program which might span two years. Beginners could start with the easy metric sequence, intermediate riders could progress with the mileage patch sequence and more advanced riders could opt for the more strenuous metric sequence.

We were able to modify our public name from the anachronistic and inadvertently sexist League of American Wheelmen to BICYCLE USA. Let's go another small step into the future with well-spaced patches, even if doing so calls for a slight break with tradition by calling for the introduction of at least one new patch, the three-quarter century, and/or the introduction of new lines of metric patches.

Irv Weisman  
Bronx, N.Y.

This one was my worst marathon time (New York Marathon, 10/28/84).

My time was: 3 hours 49 minutes 41 seconds.

Triathletically yours,

Roberto Iturralte



# BICYCLING SAFETY TIPS

Bicycling is a great way to enjoy the outdoors, a pollution-free means of transportation, and a good form of aerobic exercise. Safe cycling requires developing skills, regard for rules of the road, alertness to road conditions, and an attitude of sharing the road.



A bicycle is a vehicle, not a toy. A cyclist has a legal right to the road -- and legal responsibilities. Following these tips can prevent accidents which the cyclist unknowingly causes, and make cycling in traffic more enjoyable.

## SAFE RIDING TECHNIQUES

- Always be visible and predictable.
  - Never assume you are seen by motorists or pedestrians.
- Ride on the side of a moving traffic lane. Don't weave in and out of parked cars.
- Observe traffic flow, traffic signals, and the road surface far enough ahead so you have time to signal and change lanes or stop.
- Ride in a straight line. Don't swerve into traffic.
- When avoiding obstacles, look around you for traffic, signal your intention, and change lanes when safe. Be ready to stop.
- Observe the traffic laws, including:
  - Stop at all red lights and stop signs. Most accidents result from running red lights and stop signs.
  - Ride in the SAME direction as traffic, never against it. Wrong-way riding causes serious accidents because no one expects you from that direction.
  - Signal ALL turns and lane changes, with your more visible arm. Don't assume a driver or pedestrian will know what you are about to do. Make eye contact with the motorist
- or pedestrian to be sure your signal is received. In a dangerous situation, shout and/or use any eye-catching signal.
- Make turns from the proper lane of traffic, but in dangerous situations, pull to the curb, dismount, and cross as a pedestrian.
- Be aware of a motorist's "blind spots" and move ahead of or behind them.
- Avoid high-speed and high-volume streets.
- BE CONSPICUOUS in dim light, darkness, fog, or rain:
  - Use lights -- front and rear to see and TO BE SEEN.
  - Wear a reflective helmet, vest, leg bands, and wrist bands.
  - Use reflectors on pedals, wheels, and front/rear of frame.
- BE HEARD. Use a loud bike-bell or horn. Whistles are illegal. In emergencies -- YELL.
- Watch for obstacles such as car doors opening, cars pulling out into traffic, jaywalkers, potholes, cracks, sewer grates, glass, gravel, sand, and oil slicks.

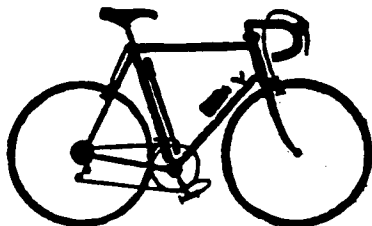


- It is correct to ride in different lanes of the road depending on the situation. The safest part of the road is:

Left Lane	Center of a Lane	Right Lane
Left turns	Intersections	Right turns
Wide 1-way streets	Lanes too narrow for a car to pass	2-way streets
	Blind curves	Divided roadways

## PRE-RIDE BIKE CHECK

- Check bike -- especially brakes and cables -- for parts that are maladjusted, worn or loose. Replace any fraying cables. Bike parts need regular maintenance or replacement.
- Riding is easier and rim damage prevented when tires are inflated to the correct pressure. Use a gauge.



- Fasten everything securely. Dangling clothing, straps, and other items can catch in spokes, brakes, or chain and cause accidents.
- Carry basic repair tools: spare tube, patch kit, pump, tire irons, 6" adjustable wrench, screwdriver, and spoke wrench.

## CLOTHING

- Be conspicuous. Wear bright colors (red, orange, yellow) in the day, and white or pastels at night.



- Wear a helmet. The most serious injuries are head injuries, which can usually be prevented by wearing one.
- Wear a reflective or glow-in-the-dark safety vest.
- Cycling gloves protect you from road shock and severe scrapes.



- A rear-view mirror is very effective.

## GROUP RIDING

- Ride single-file unless it is safe to ride double-file.
- Tail-gating is dangerous. Don't ride too close to another biker.
- The lead cyclist calls out and points to all obstacles. Riders behind the lead cyclist then call out and point.
- Allow faster moving vehicles to pass the group. As a car approaches, rear cyclist calls out "Car back."
  - Riders pass on "Car back" to riders ahead.
  - If riding side-by-side, move right and/or change to single file.
- Communicate your moves BOTH verbally and manually.

- Pass only on the left. Signal and call out "On your left."
- When stopping, signal and call out "Stopping."

The Slow or Stop signal is arm down



- For group stops, all bikes and riders need to move off the roadway.
- If you must leave the group during the ride, tell the leader.
- Please ride courteously.

ALWAYS RIDE DEFENSIVELY: MOTORISTS AND OTHER CYCLISTS ARE OFTEN CARELESS

For more information on the New York Cycle Club, write to:

# NEW YORK CYCLE CLUB

Box 877, Brooklyn, N.Y. 11202

NEW YORK CYCLE CLUB sew-on patches make the perfect Christmas/Hanukkah present for the cyclist who has everything.

Buy it up, buy it fast;  
stay in style, don't be last!



**NEW YORK CYCLE CLUB -- PATCH ORDER FORM**

NAME: \_\_\_\_\_

CIRCLE NUMBER OF PATCHES ORDERED: 1 2 3 4 MORE? NUMBER: \_\_\_\_\_

AMOUNT OF PAYMENT ENCLOSED (AT \$3.50 PER PATCH): \$ \_\_\_\_\_

CIRCLE METHOD OF PAYMENT: CHECK MONEY ORDER

SEND, WITH STAMPED, SELF-ADDRESSED ENVELOPE, AND CHECK/MONEY ORDER TO:

Gregory D'Agostino  
1061 E. 92 Street  
Brooklyn, N.Y. 11236

NOVEMBER 1984 **Board of Directors Meeting** MINUTES SUMMARY

by Alinda Barth, Secretary

1. Dave Miller presented details of the new meeting place, the Alpine Tavern.
2. The Board discussed the awards ceremony that would be part of the December meeting.
3. Sara Flowers, incoming Vice President of Programs, requested suggestions for future programs.
4. The next Board meeting--a joint meeting of the old and new Board members--is scheduled for December 4.

**The election produced the following 1985 Board of Directors:**

President	Martha Ramos
Vice-President of Programs	Sara Flowers
Vice-President of Rides	Maxim Vickers
Secretary	Charlotte Hildebrandt
Treasurer	Doug Blackburn
Public Relations Director	Larry Rottersman
Editor	Roseann Korsa
Membership Director	Irene Walter
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**TO  
ALL**

**A HEALTHY**

**&**

**HAPPY NEW YEAR**

**11**

Arlene Brimer  
345 W 85th St #36  
NY, NY 10024

# First Class

David C. Miller  
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## APPLICATION FOR MEMBERSHIP IN THE NEW YORK CYCLE CLUB

As a N.Y.C.C. member, I accept full personal responsibility for obeying all traffic regulations and for my own safety on the road. I will hold the Club, its officers and ride leaders blameless in case of accident.

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