

NEW YORK CYCLE CLUB INC.

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OCT. 1977

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Helen Bashkin
Susan Freireich
Norman Shleifer

AUCTION!

GOING,

GOING,

GONE.

FINAL

NOMINATIONS

TUES. Oct. 17

RINALDO'S REST. (1 flite up)

32 E. 32 ST. (nr. Lex. Ave Lcl.)

6 PM - Cocktails, Conversation

6:45 - Dinner

7:45 - Business, Entertainment



Rides For The Month



NO RIDE IS TOO SMALL OR TOO BIG IF THERE IS A LEADER FOR IT!

Send your advance information to your Rides Chairman by 17 Oct for next bulletin period of 12 Nov - 11 Dec and beyond. Future ride previews will aid you in the selection of choice dates as applicable.

Sat & Sun - NIFTY TWIN FIFTY (Twin $\frac{1}{2}$ Century) 50 miles "B" each day. Frank Sanchez, leader. Ride 9:00 AM from Holiday Inn, Riverhead of LIE exit 72 & Rt 25: where you can stay Saturday night for \$22/single or \$26/double (meals extra), and watch slides specially if you bring your own.

Ride will be cancelled at 30% chance of rain based on 6:00 AM Sat report. Local weather 516-WE6-1212.

Saturday - "25/3" (25 miles under 3hrs) "C". AYH joint Time Trial ride for moderate riders. Start 10:00 AM at S.W. end of Cross Bay Pkwy by Shore Bikeway in Brooklyn, across Korvette Shopping Center. Mike Gerber, leader. More info at AYH 212-431-7100.

Sunday - FALL FOLIAGE TOUR of Sussex Co., N.J. Over 60 miles "B+". Harry Rutten, leader. Ride 10:00 AM from Allamuchy School parking lot through farmlands at peak of fall colors on marked route, that covers portion of the familiar Allamuchy ride with an added loop mostly in valleys....

Directions: from GW Bridge Rt 80 to Hacketstown-Rt 517 - Allamuchy exit, cross Rt 517, left at General Store to School. Allow $1\frac{1}{2}$ hrs driving time from the bridge. More info: 201-327-7197.

Sunday - STATEN ISLAND BIKE TRAIN #2, 25-35 miles "B-C" as turnout warrants the choices. Eric & Gloria Carter, Co-leaders. Catch the 9:30 AM South Ferry in Manhattan to meet on the Staten Island exit side.

Ride from St. George on the North Shore to Tottenville on the South, absorbing one of the most spectacular views of New York harbour. Picnic in Wolf's Pond Park along the way, bring bag lunch. Return to the Ferry by train (\$1 fare). Repeat of 17 Jul.

Sat & Sun - TWIN STATES CRUISER in NJ & Pa combination "C & A". Chuck Loper, leader. Take 8:00 AM Amtrak to Trenton to ride 25 miles around New Hope at a brisk pace, then stay overnight in a motel. Return by bike on a hilly 65 miles the next day which cancels out any "C" riders from participating. Limited to 10 riders, more info: 212-737-8570, call your leader in advance. (Repeat of 17 Sep)

Saturday - DAY AT THE BRONX ZOO, rain or shine! 25 miles "C". Sherman Cohen and Lorraine Gewirtz, Co-leaders. Meet 8:30 AM at 72nd St & Central Park West to ride. Tour with "Friends of the Zoo", then take monorail for exciting new Wild Asia exhibit after assembly at Heads and Horns Bldg. 10:45 AM. Total admissions \$2.50. Bring bike lock, lunch optional.

In case of rain; assemble without bikes, using mass transit or car (\$2/parking). More info: 212-784-4011, weekdays only.

- Sunday 23 Oct - "75/7" Time Trial 75 miles in 7 hours "A", an AYH joint event. Steve Bauman, leader. Meet 8:30 AM at 59th St & 5th Ave by SE corner of Central Park, for a round trip to Westchester.
- Sunday 30 Oct - CLUB RIDE, Northern NJ & Rockland Co. "A-B-C" rides.
 "A" 70 miles: Harry Rutten & Ian Giddy Co-leaders
 meet 8:30 AM at Grant's Tomb Riverside Drive & 121st St
 "B" 46 miles: "Upright" Irv & Irv Kratka Co-leaders
 "C" 34 ,, Peter Carol & Helen Bashkin ,,
 meet 9:00 AM at 178th St & Forth Washington Ave (GW Bridge)
- Sunday 30 Oct - "50/5" Time Trial $\frac{1}{2}$ Century in 5 hours "B", an AYH joint event. Mike Gerber, leader. Meet 9:00 AM at Flatbush & Nostrand Aves in Brooklyn for a Staten Island round trip.
- Monday 31 Oct - 5th ANNUAL HALLOWEEN RIDE under 25 miles "C" Massapequa Bike Club invitational ride. Leader Ellen Farrant will start you from Massapequa Park, through Farmingdale, to Graveyard of Cold Spring Harbor. More details, call Ellen: 516-541-0261.

Off season & 1978 ride tabulation begins Main season & 1977 ride tabulation ends

- Saturday 5 Nov - JAMAICA BAY WILDLIFE PRESERVE 35 miles "B-C". Sherman Cohen & Loraine Gewirtz, Co-leaders.
 Manhattanites meet 8:30 AM at 72nd St. & 5th Ave. Cycle over Brooklyn Bridge & 9:30 ,, meet Brooklynites. Then ride to Sheepshead Bay for cycling on Shore Parkway's bike path out to the 13,000 acers wildlife sanctuary, part of Gateway National Recreation area. Return via Queens and Roosevelt Island tramway. Bring binoculars, bike lock and lunch.
- Saturday 5 Nov - "25/3" (25 miles in 3 hrs) "C" Time Trial AYH joint event. Mike Gerber, leader. Repeat performance of 15 Oct.
- Sunday 6 Nov - QUEENS TO BAYVILLE L.I. 53 miles "B". Mel Shleifer, leader. Meet 8:30 AM at Main St & Roosevelt Ave by last stop of #7 train. Will go by I.U. Willets 10:00 AM, and from there on choice marked routes to Tides restaurant, but you may bring your own lunch too. Ride will be cancelled due to rain, or 50 degrees & below that.
- Sunday 13 Nov - MANHATTAN, PLEASANTVILLE, WHITE PLAINS-Milkmaid Diner 50 miles "B" with rolling hills. Bill Baumgarten, leader. Will depart 8:00 AM from Broadway & 218th St, expect to return in 5 hours.
 Your leader also predicts a long snowy winter, so this may be the last opportunity till spring to group ride through scenic suburbia. Bring food & drink for brief rest stops till Milkmaid diner. More info 212-567-4628.

No PREVIEW of additional rides were received at "Press time" for November or later. But Jim Rex is contemplating another forthcoming New Year Century if all goes well by then. According to National weather forecast the next winter is expected to be colder than average, but not as much as the last one.

As for the bulletins. I submit my material on time but after that it's in the hands of editor, printer, mail etc.

REGULAR RIDES - LEADERLESS

CENTRAL PARK	9:00 AM	Sat. & Sun.	from Boathouse
BEDFORD VILLAGE	9:15 ,,	Sun. ,,	Firehouse
WESTCHESTER	9:00 ,,	Sat. ,,	Milkmaid Diner
LONG ISLAND (Roslyn)	10:00 ,,	Sat. & Sun. ,,	I.U.Willets School parking lot
EASTERN LONG ISLAND (Bridgehampton)	10:00 ,,	Sun. ,,	Soporific Bike Shop Montauk Hwy (Rt. 27)

OCTOBER

	73	74 *	75	76	77
AA+	-	-	1	-	-
AA	-	-	-	-	-
A+	-	-	1	1	-
A	3	-	4	2	3
B	3	-	7	8	9
C	1	-	2	12	8
D	-	-	-	-	-

OCTOBER

	73	74 *	75	76	77
Saturday	-	-	4	1	7
Sunday	7	-	11	21	12
Other	-	-	-	1	1

Supplementary Data of Scheduled Rides

*Note: no 1974 October ,,
known to have ever existed."

At the discretion of Eric Swenson, Rides Chairman of 1974 no rides were intended to be scheduled in October till next spring. His decision may have been influenced by the Board he served on. Likewise in November 73. However the marked routes of Regular Rides served their purpose during past off-season periods very well.

RIDES CHAIRMAN TIME UTILIZATION (Fiscal year July 76 - June 77)

by Jim Rex

	Bike related		"A" &		New York Cycle Club related					"B"	= "C"	
	Riding	Maint'	=Subttl	Record keepng	Typing	Phones	Meetng	Travel	=Subttl	Combinh (A+B)		
Hours	229.50	101.75	=331.25	134.25	91.75	150.75	99.75	42.25	=518.75	850.00		
%age A	69.28	30.72	=100.00	-	-	-	-	-	-	-		
,, B	-	-	-	25.88	17.68	29.06	19.23	8.15	=100.00	-		
,, C	27.00	11.97	= 38.97	15.79	10.79	17.74	11.74	4.97	= 61.03	100.00		

Apart from what it cost me in equipment, phone bills, mail, and stationary: my time alone would be worth over \$4,000 have I spent this much time at my usual occupation. Hence the value of your Rides Chairman.

RIDE REPORT (Recaps): 1977 Pepsi Cola 24 hrs Bike Marathon among 8,000 participants the following members of NYCC were present.

a) Jim	REX	304 miles	Joel	RADBELL	100 miles	Frank	GILETA	65 miles
Bob	PERL	265 ,,	John	WOLF	100 ,,	Joe	STANLEY	65 ,,
Joe	DELANEY	245 ,,				Fred	DOBY	50 ,,
b) Henry	GIFFORD	240 ,,				Charly	ORIEZ	30 ,,

NOTE: a) 2nd Veteran & 6th overall (without winter training)
b) 1st Junior on clinchers, aged 16 yrs.

The Prez Sez...

At the Aug. meeting, we were visited by Max Fisher - our man in Florida. Max rides almost everyday, but complains that the hills are not steep enough. It was nice to see an old riding buddy and to have him come to our meeting again.

Our dinner at Rinaldo's last month proceeded very efficiently and happily for all concerned. By ordering our dinners as soon as we came in, and by having our tickets exposed on the dining tables so that our waitresses, Helga and Helen, could see who ordered what, the service proceeded smoothly and with no shouting for attention. Everybody was happy.

OUR LAST WEEKEND TRIP FOR THE SEASON, OCT. 22-23

After our discussion of rides, with particular attention to Chuck Loper's one-man expedition out to the Lambertville - New Hope area north of Trenton, he was asked to run the trip again on Oct. 22-23. Briefly, the participants have to be at Penn Station between 7 and 7:30AM to buy tickets to Trenton and to get their bikes checked on the 8AM AMTRAK train which stops at Trenton one hour later. Then, a full day of cycling in the rural countryside north of Trenton, staying over at the Lambertville House. Sunday they cycle back on well-paved but slightly used secondary roads for the most part, re-entering Manhattan via the Goethals Br. and the Staten Island ferry - a distance of 65 miles or so. Cost of train fare, lodging, and meals will be \$25 - \$30. So, pump up your tires, and get in touch with Chuck Loper at 737-8570 for reservations and further details.

OUR LAST A,B,C, CLUB RIDE OF THE SEASON, OCT. 30

We will have another club ride (maybe this one won't be rained out) on Sun. Oct. 30. It will be the last such ride of the year - the days are getting shorter, daylight saving time will end (that very weekend, I believe!), and the cold winds can be expected from then on thus making longer trips not so feasible.

NOMINATIONS FOR 1978 OFFICERS

Our nominations for next year's "big wheels" resulted in an exciting slate of nominees - mixture of both seasoned and new members.

President.....Bill Cooper (a former Vice-President)
V.P. - Programs.....Bob Herzfelder (former president, current V.P.)
V.P. - Rides.....Jim Rex (current Rides Chairman)
Treasurer.....Bob Perl, Leona Hollander (Leona has since declined
in favor of Bob.)
Secretary.....Sarah Flower
Editor.....Deborah Wheaton
Circulation Mgr.....Mel Shleifer (present Circulation Mgr.)

The above offices are so far "no contest" situations. But the Member-at-Large office is attracting a lot of candidates. The nominees so far are:

Helen Bashkin	Phil Giles	Charlie Oriez
Les Bercow	Chuck Loper	Harry Rutten

Charlie has since declined. He will be running a political campaign next year and will not have time for the office. Nominations are still open.

As for me, altho I was nominated for President, I declined because I want to devote my time specifically to the development of more rides for those without cars and especially the developmental series which encourages relatively new riders to advance gradually thru the season from the beginners' 25 miles in 3 hours on up to a Century in Sept. I will remain active on the Board in the office of Past. Pres.

Unfortunately, I can already spot a major conflict coming up between myself and the Presidential nominee, Bill Cooper, and I think you should be aware of it in advance. As you know, I advocate, persuade, and all but twist arms off in favor of low gears in order both to avoid knee damage and to climb hills more easily. Bill Cooper, on the other hand, rides high gears at lower rpm and manages quite admirably. Our positions are clear, and the "battle lines" for your minds and knees are being drawn. (Hopefully, this will be our biggest source of "conflict" in the club this next year.)

C'mon down to the next meeting, bid for some used bicycle goodies, and throw the helmet of your favorite candidate into the political ring. And give some thought to our Dec. Annual Meeting and Installation Party - ideas, volunteer work, etc.

BICYCLE REPAIR INSTRUCTION WORKSHOP - Learn all about bicycle repair by doing it under supervision. Nov. class forming. Details 212-6526176.

REFERENDA RESULTS

There were 44 ballots cast at the meeting and 12 by mail. The results are:

		Voted at meeting	By Mail	(%)	Total
Dues increase	Yes	36	11	83.9%	47
	No	8	1		9
Half Dues after Labor Day	Yes	38	11	87.5%	49
	No	6	1		7
Feb Grace Period	Yes	37	10	85.5%	47
	No	6	2		8
Titles of Officers	Yes	42	11	94.6%	53
	No	2	1		3
Nominations in September	Yes	43	11	98.2%	54
	No	0	1		1
Annual Meeting	Yes	43	11	98.2%	54
	No	0	1		1
Voting Eligibility	Yes	43	11	96.4%	54
	No	1	1		2

FROM THE VEEP'S DESK

Where does the time go? Here we are already at the end of the summer season. In two weeks many of our NYCC members will be paying a return visit to Tennanan Lake Shore Lodge for SCOR '77. By the time this goes to press these two weeks and SCOR itself will be history.

Talking of Tennanah Lake Shore Lodge, we had twenty-eight members participating in the weekend activities. Irv told you quite a bit about it in his column; however I would like to add a few comments concerning the way the hotel people treated us. The meals were very good, and transportation was provided to take people up the hill. They really went all out to see that we had a good time. To top it off there was a barbecue at the lake's edge on Monday, Labor Day with spare ribs, chicken, hot dogs, baked beans, salad, water melon and cake and whiskey sours for those who liked a little nip or two. Those of you who didn't go this year have something to look forward to next year.

The next club meeting will be on Tuesday, October 18th at Rinaldo's, and besides the nominations of officers for the coming year there will be a "White Elephant auction. If you have any items in good condition that you feel may be of interest to a bunch of cyclists please get in touch with me. Since time is limited we must limit the number of participants and the time allotted to each -- so, it is "first come first served". The deadline is October 14th. Anyone contacting me after that date will have to hold his items until the next auction sometime in the future.

In November if the new elction precedure goes through, we will have the election of officers for 1978. Also on the program will be a questions and answers program concerning aspects of winter cycling, clothing, type of rides etc.

In closing let me remind you to put your thinking caps on and start thinking about whom you would like to have representing you in office or on the board of directors for next year. Your last chance for nominations will be at the October meeting.

There is plenty of good cycling weather ahead so don't let those wheels get rusty. Better yet, don't let yourselves get rusty. Get out and ride.

Bob Herzfelder

***** FORSALE *****

ORANGE PROTEUS 24 $\frac{1}{2}$ " Road Frame - Sugino B/B Campy H/S \$200

Call Marvin Reisman - (914) 273-9140 (212) 490-1450

EDITOR'S NOTE

The referenda results on the other page show that only a very small minority cast votes, despite the fact that among the propositions being voted on were some major reorganizations of the dues structure. I could never understand why some people are so willing to let other people make up their minds for them. I hope it won't be repeated in the Officers' elections, because who is chosen then will set the style of the entire club in the year to come. They will be OUR leaders, they should be chosen by ALL of us.

SEWED UP IN KNOTS
by Hugh Rubin

The following article is a blow(out) by blow(out) description of my battle with the tubular tire, and the subsequent reasons for changing to clinchers. Upon the advice of the salesman at the bicycle shop, I "stuck with tubulars" for about my first 1200 miles.

My first experience occurred in Central Park - the cause of the flat still unknown. I found the gluing on of the spare a simple affair and was thrilled until I brought the punctured tire to the shop to be repaired. There I discovered that a price of \$4 and a two day wait was the cost of that experience.

I thought that the Central Park flat was a freak experience, but decided to buy an extra tire anyway for \$11.90 - a Wolber or Hutchinson, I don't remember which. Off I went on a 100 mile trip to Asbury Park. Twice I was forced to travel on the shoulders - once on the way there and once on the way back. Both times I got flats. The first punctured tire rolled right off the rim and ended tangled in the cluster. Fortunately, I was able to come to a gradual stop without breaking my neck or bending the rim. Neither flat could be repaired. The one that got caught in the cluster had too many holes in it, and the other one had a large hole close to the valve.

I was next told to buy a special "puncture resistant tire. I bought two Clementes, as spares, and rode off to Washington, DC. Luckily, I had only one flat tire on the trip. However, by this time I was in such a state of shock that every time I heard an unidentified sound within ten feet of me, I was convinced that my first spare had blown and that I would have to use my last spare. The cost of the two Clementes was \$30.

"Do your own sew-ups," the experts told me. So, I bought a patch kit and decided to try my luck. I discovered that since you can only work with four or five inches of tube, it's much more difficult to get the patch to hold. (Incidentally, I attempted to patch my Clemente in a motel room on the way to DC. The tubing tore in half, in my hand, as I was pulling it out,) After finally getting the patch to hold, I was careful to sew the casing in the original holes. I began testing my first experiment in "do your own sew-ups" by blowing it up. Snap! Crackle! Pop! Maybe I left a microscopic opening when I sewed it up!

The last straw was when I discovered that my front tire (where, for some reason, I never got a flat) had shifted on the rim and the cord was almost totally destroyed.

Incidentally, not included in the above litany of lamentations are two more incidents: The time I got a flat in the middle of a downpour - I still have some of the glue on my cluster. And the time my friend was taking the bike out of his car and punctured the tire on something - beyond repair.

At any rate, I now saw myself left with the choice of throwing good money after bad by buying new tubulars, or rather spending forty dollars on new rims and buying clinchers for them. I bought 27x1¹/₈ Schwinn Super Record tires for a 700c rim. I am told that the weight difference is negligible. In any case, it is more likely that a tube will puncture than that a tire will blow. This means that I can at least make road repairs or carry an extra tube, or both. Even allowing for better luck than I had (could you have worse?), what happens if you start out with two spares, and pick up three flats? Are you going to find the puncture in a tubular and sew it up on the road?

I know some people will tell me that my tires were not expensive enough. But \$30 per tire seems like a lot of money for rubber. Furthermore, I wonder if my results would have been better. My advice to anyone buying a new bike - get clinchers; if you're a strong rider, I doubt that they'll weigh you down. If you're a weak rider, it won't matter.

As a post-script, on Sept. 11 I went on the AYH ride to Bear Mountain with my new clinchers. A total of 120 miles was covered from my house, including city streets, without mishap. This almost establishes some sort of record for me!

THE LEAGUE OF AMERICAN WHEELMEN, AND YOU.

From time to time our Bulletin has carried the name of L.A.W. in conjunction with a patch ride, a big rally, or an important piece of legislation. The League is the national organization of bicyclists to which many members of NYCC belong, and to which the NYCC is affiliated. If you are not already a member of L.A.W., read on to find out why you, too, should join in its efforts to promote the welfare of the bicycling community.

With the rapid rise in usage, bicycles have come under increasing attention by all levels of government. The solutions proposed to problems have ranged from an extensive network of off-road bikeways, to registration of bikes and riders, to mandating reflective tires, to bicycle education in the schools, and everything in between. A number of laws have already been passed, some of which are unfavorable to our interests. What is the implication of all this governmental activity on you, the individual cyclist?

Very simply, in the years to come there will be more and more regulation of bikes, the equipment you will be able to buy for them, and the ways in which you will be able to use them. We can let the politicians and bureaucrats, mostly non-cyclists, do us all kinds of regulatory "favors," or we can work to obtain the kinds of results which will enhance our cycling. This is where the L.A.W. comes in.

As a broad-based national organization, L.A.W. is much more effective on legislative and regulatory matters than one individual or club can be. Here are some examples of how the L.A.W. has gone to bat for us in recent months:

- It succeeded in getting the CAB to reverse a ruling which would have substantially increased the cost of taking a bike on overseas flights. When the rulings were devised, bikes were forgotten. The L.A.W. reminded them - loudly.

- A law was passed in New York State last year which would have required bikes to use the shoulder of a road, if one existed, regardless of its condition. Thru the efforts of the State L.A.W. Legislative Coordinator, Don Birn, an amendment was passed which gave us the option of using either the road or the shoulder. This was a major victory for those who use the bicycle as more than just an around-the-block toy.

- The National Committee on Uniform Traffic Laws and Ordinances (NCUTLO), a quasi-governmental body, meets again next spring to formulate traffic laws which are then used by all the states as models for their own vehicle and traffic codes. L.A.W. has a representative on this important committee. Obviously, the more members there are in L.A.W., the greater is the clout of the L.A.W. rep.

- L.A.W. representatives have testified at congressional committee hearings on the clean air amendment, the rails-to-trails bill, the bicycle study amendment to the energy bill, and other small but significant pieces of legislation. Altho the League may not always win its position, it is building a reputation as a responsible and knowledgeable voice of cyclists. Think, tremblingly, what the results might be if the L.A.W. weren't there to speak for us.

The legislative scene may be dull and uninteresting to you, but that is where the decisions are made which will affect us all. The very least we can do to protect our self-interest is to support the efforts of those who are actively working for a better cycling environment for us all.

The League's dues are going up as of Nov.1, 1977. But by means of the application form on the other side, you can get a membership at the lower rates which are still in effect. Clip the form, attach your check, and join the NYCC and its officers in supporting the League which speaks in an ever more effective voice for our interests. Do it now with this attractive "last minute" offer.