

November
1978

NOV. 1979

5/6 1978

New York



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- Ballot for 1979 Board of Dir.
- Questionnaire
- D.C. Special - M. Vickers
- How Big Were the Rides? - E. Flowers
- Delaware Water Gap - F. Sanchez

NEXT CLUB MEETING

≡ Tues. - Nov. 21 ≡

ELECTION RESULTS

(Tallied While You Wait!)

TRAVEL SLIDES

Marsha Taggart - Hawaii

Irv Weisman - Albany, SUNYA, Catskills

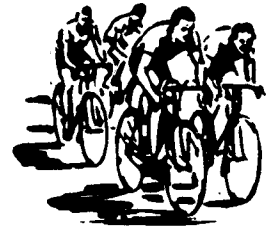
RINALDO'S RESTAURANT - 1 flite up
32 E 32 ST. (bet. Park & Madison)

6PM - Socializing 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!

MAIL YOUR RIDE INFORMATION IN ADVANCE TO V.P.—RIDES BY 21 NOVEMBER FOR NEXT DECEMBER BULLETIN PERIOD ENDING 14 JANUARY. REFER TO "RIDE PREVIEWS" TO MINIMIZE CONFLICT WITH OTHER EVENTS. ALSO FORWARD THE TURNOUT RESULTS TO JIM REX AFTER THE RIDE.

- SUNDAY 12 NOV CIDER MILL, ARMONK 60 MILES "B". MEL SHLEIFER, LEADER. MEET 9:30 A.M. AT 5TH AVE & 72ND ST IN MANHATTAN. PICKUP POINT 11:00 A.M. AT FORDHAM RD & GRAND CONCOURSE OF BRONX. RIDE TO WESTCHESTER AT AN EASY "C" PACE. RIDE WILL BE CANCELLED DUE TO PRECIPITATION OR UNDER 40 DEGREES. Bring or buy lunch. No one dropped.
- SATURDAY 18 NOV ALPINE TRAIL, FT. LEE HISTORICAL CENTER 27 MILES "C" JOINT RIDE WITH AMC. SHERMAN COHEN & LORRAINE GEWIRTZ CO-LEADERS. MEET 8:30 A.M. CENTRAL PARK WEST & 72ND ST. CYCLE OVER G.W. BRIDGE. RIDE ALONG HUDSON RIVER AND VISIT MUSEUM ATOP PALISADES. ENJOY LUNCH AND MAGNIFICENT VIEWS FROM THE TOP. BRING BIKE LOCK, LUNCH.
- SUNDAY 19 NOV 75 MILES IN 7 HOURS, WESTCHESTER HILL CLIMBER "A" JOINT RIDE WITH AYH. MEET 8:30 A.M. TO RIDE AT 9:00 FROM FORDHAM RD & GRAND CONCOURSE, BRONX. RIDE WILL BE SO STRENUOUS ONLY CURRENT CENTURY RIDERS OF PAST TWO MONTHS WILL BE ALLOWED TO PARTICIPATE. YOUR RIDE LEADER DAVE VEDER WILL MAKE SURE OF THAT.
- SUNDAY 19 NOV 25 MILES IN 3 HOURS "C" JOINT RIDE WITH AYH. BILL SCHWARTZ, LEADER. MEET 9:00 A.M. AT 80TH ST & JUNIPER BLVD NORTH BY JUNIPER VALLEY PARK OF MIDDLE VILLAGE, QNS.
- SUNDAY 26 NOV 25 MILES IN 3 HOURS "C" JOINT RIDE WITH AYH. JOHN LUBASZKA, LEADER. MEET 9:30 A.M. AT 189TH ST & FRANCIS LEWIS BLVD BY CUNNINGHAM PARK, QNS.
- SUNDAY 3 DEC N.J. RAMBLE 35 MILES "C+" "UPRIGHT" IRV, LEADER. LEAVE 9:00 A.M. FROM G.W. BRIDGE, (178TH ST & FT WASHINGTON AVE). HAVE LUNCH IN CONVERTED GARAGE LUNCHEONETTE IN PIERMONT. CANCELLED IF 25% PRECIPITATION IS EXPECTED, OR UNDER 40 F.
- SUNDAY 3 DEC ROOSEVELT ISLAND UNDER 10 MILES "D" JOINT RIDE WITH AYH. BILL SCHWARTZ, LEADER. MEET 10:00 A.M. AT 5TH AVE & 60TH ST BY CENTRAL PARK, MHTN. BRING 2 TOKENS FOR TRAMWAY FARE, CAMERA OPTIONAL.

NOTE: REMEMBER AYH RIDE CANCELLATION WEATHER CLAUSE. REFER TO P.2/LAST BULLETIN.

REGULAR RIDES - LEADERLESS

CENTRAL PARK	10:00 A.M.	SAT. & SUN.	FROM BOATHOUSE
BEDFORD VILLAGE	10:00	,, SUN.	,, FIREHOUSE
WESTCHESTER	9:15	,, SAT.	,, MILKMAID DINER
ROSLYN, L.I.	10:00	,, SAT. & SUN.	,, I.U. WILLETS SCHOOL
BRIDGEHAMPTON, L.I. EAST	10:00	,, SUN.	,, Soporific Bike Shop, RT 27

NOVEMBER RIDES SUMMARY

	D	C	B	A	TOTAL
SATURDAY	-	1	-	-	1
SUNDAY	1	3	1	1	6
	1	4	1	1	7

RIDES PREVIEW			D	C	B	A	FROM
JAN	1	NEW YEAR DAYS RIDE	10			100	NYC
"	"	JANUARY THAW "			65		QUEENS
APR		ELLIS ISLAND & BROOKLYN HEIGHTS (RE-RUN)		22			NYC
"	"	SEMI-ANNUAL RIVERHEAD RIDE			65		LI-EAST
"	"	CHERRY BLOSSOM "		40			NYC-N.J.
"	"	3 WEEKS EUROPIAN BIKE TOUR			50/DY		WIENNA
MAY		TOSRV 2 DAYS EVENT/WEEKEND				215	OHIO
"	"	TOES 2 " " "			110		L.I.-EAST
"	"	TOHRV 3 " " "				405	NYC-MONTREAL
"	"	24 HRS PEPSI COLA BIKE MARATHON	!	!	!		" CENTRAL PARK
JUN	2	2ND INTERNATIONAL BICYCLISTS DAY	!	!	!		"

RIDE RESULTS

SEP	24	PRINCETON CENTURY (FILL IN)	100 MILES WITH	5 RIDERS &	500	MILAGE/TRIP
"	30	L.I. DOUBLE "	200 "	12 "	2400	"
OCT	1	25/3	(25) "	RAINED OUT	0	"
"	6	BIKING & HIKING	? "	? "	? "	"
"	6	SCOR (SNOWED ON SUNDAY)	? "	(140) "	? "	"
"	7	9TH ANNUAL CAPITOL RUN	250 "	15 "	2900	"
"	8	TARRYTOWN 1/2 CENTURY	50 "	21 "	1050	"
"	14	ELLIS ISLAND	(22) "	RAINED OUT	0	"
"	15	FALL FOLIAGE	40-70 "	29 "	1850	"
"	"	RIVERHEAD SEMI-ANNUAL	65 "	10 "	650	"
SUMMARY: 2 CANCELLED, 8 LEADERS HAD			765 "	92 "	9350	"

WHAT IS IT MEAN ?

BY JIM REX

YOU'RE IN THE NEW YORK CYCLE CLUB FOR YEARS ONLY TO FIND OUT IT'S AS OLD AS YOU. I WAS BORN THE SAME YEAR IT CAME INTO EXISTANCE BACK IN 1937. FORMED BY A GROUP OF HIKERS WHO WANTED TO EXTEND THEIR DAILY CRUISING RANGE BY BIKE. THUS TO GO FURTHER OUT OF THE CITY. THEY CALLED IT QUEENS ROAD CLUB SINCE THEIR USUAL MEETING PLACE FOR THE WEEKEND WAS AT THE CORNER OF QUEENS BLVD & WOODHAVEN BLVD. FOR SPECIAL EVENTS THEY CARRIED A NOTICE IN THE FRIDAY EVENING EDITION OF THE DAILY PAPER OF THOSE DAYS THE "TELEGRAPH". USUALLY IT WAS TAKEN CARE OF BY IT'S FIRST PRESIDENT JOSIAH SMITH, WHO STARTING WITH ABOUT 5 OR 6 CYCLISTS ALL ON BALL-ON TIRE ORDINARY CLUNKERS OF THE PERIOD; LO BEHOLD HE EVEN WENT FURTHER, RENTING BIKES IN CENTRAL PARK TO TEACH WOULD BE MEMBERS HOW TO RIDE. TODAY THAT WOULD BE HITTING BELOW THE BELT FOR A RIDE LEADER, AS I STILL RECALL THE FUSS OVER HAVING THE MINIMUM DAILY RIDING REQUIREMENT LOWERED FROM THE USUAL 40 TO 25 IN 3 HOURS BY AYH PRECEDENT JUST A FEW YEARS AGO. HOW SOON THEY FORGET?... NOW WE HAVE AMC TRAILING THE SAME FOOTSTEPS TOO, OR SHALL I SAY BIKING? AS THINGS STARTED TO PICKUP FOR OUR JOSIAH, WW II BUSTED UP THE CLUB BY TAKING ALL THE AVAILABLE MEN INTO THE SERVICE JUST AS I ENTERED ELEMENTARY SCHOOL. WAR BEING OVER, A RENEWED INTEREST FOR CYCLING HAS FORMED (BY THOSE RETURNED) THE NEW YORK CYCLE CLUB, AS NOW THEY MET MONTHLY INSTEAD OF QUEENS (BOROUGH), IN THE "CITY" OF NEW YORK (MANHATTAN). THEIR FIRST MEETING PLACE WAS AT A YORKVILLE (EAST SIDE) RESTAURANT CALLED "RED BRICK" THAT CATERED SCANDINAVIAN SPECIALTIES. THE BUILDING HAS BEEN REPLACED WITH A HIGHRISE APARTMENT SINCE, SENDING THE CLUB ON AN ENTOURAGE OF OTHER MEETING PLACES. AMONG THEM "LORELEI" ON EAST 86TH ST, THAN ANOTHER, THAN "MOLFETA'S" GREEK RESTAURANT ON W47TH ST & 8TH AVE, "EL FARO" ON 14TH ST, "LIONS ROCK" AGEN IN YORK VILLE, AND RECENTLY TO OUR PRESENT "RINALDO". THE LATEST BEING THE FIND OF OUR PAST SECRETARY MARIE CALDIERO. (Ed. note: G.Borgida)

BY 1951 YOU MIGHT SEE A 14 YEARSOLD JIM REX UNAWARE OF HIS MEETING WITH FUTURE GREATNESS TRYING TO LEARN HOW TO RIDE HIS 1ST BIKE. OF COURSE THAT WAS 2 TRIPLES, 19 DOUBLES, AND 120 CENTURIES AGO, NOT TO MENTION SOME "RECORDS" AND COUNTLESS SHORTER RIDES IN THE TEMPERATURE RANGE OF 8 TO 134 F.

NOW THAT I FIND HAVING SERVED ON THE BOARD SINCE 1975 AMOUNTS TO 10% OF MY PAST LIFE SPAN, AND 28% OF MY CYCLING EXISTANCE: HAVING RODE, WORKED AS HARD, SPENT AS MUCH ON THE CLUB AS THE REST OF THE BOARD COMBINED - TIRED OF THE ASPHALT SCENARIO, THE "PEDAL POLITICS", THE PARA-APATHETIC MEMBERSHIP, THE PHYSICAL INJURES, THE INSULTS AND ALL THAT GOES INTO WHAT MAKES UP CYCLING, AS IT IS. I CAN STILL QUIT! EVEN LOVERS HAVE TO KNOW WHEN TO LET GO. I HAVE WORKED OUT A MANAGABLE SYSTEM FOR RIDE PROGRAMS AND I CAN LET IT GO AT THAT. CONTINUE TO SUPPORT YOUR NEXT V.P.-RIDES, IT HAS NEVER BEEN MY CLUB BUT YOURS.

Memo To The Stockholders^{WC}

Bill Cooper asked me (Irv) to write a few words regarding the proposed amendment to raise the dues \$2/yr. This in-

crease (which still leaves our dues below those of AMC, AYH, and many other bicycle clubs) is needed to give us a decent working budget for program development and to obviate the necessity for "counting our pennies" at every decision. (Keep in mind that approx. \$5/yr per member goes for printing and mailing the Bulletin at present rates.)

The enlarged budget will permit us to rent bicycling movies for our monthly programs, to reimburse the Board members more fully for their club expenses, and to engage in a more aggressive ride and weekend development program which involves additional expenses for scouting, phone, and mailing costs. We still do not have new club stationery, and we can't pre-order club patches if we decide on them. (A clever design is under consideration now.) Your \$2/yr represents approx \$500 for your Board to work with - the power of mass purchasing! The Board would appreciate your approval of the proposed increase.

FROM THE VEEP'S DESK

Bob Herzfelder

SCOR '78 was a huge success despite the cold and erratic weather. 140 people attended of which about 12 were from the NYCC. The Catskill Wheelmen who hosted the event did a wonderful job of mapping and marking routes. Many of the scheduled rides were new this year. The Saturday rides all went off as planned although a little rain started falling during the return trips. Intermittent snow and rain caused the cancellation or abrupt termination of the Sunday rides. The Monday morning ride was postponed one half hour due to the remains of snow cover and the cold, but it did get off at 9:30 with a stop at the cider mill. The barbecue was held in doors because of the cold.

On Saturday night we enjoyed a movie about cross country skiing, and on Sunday night we were treated to an old Joe E. Brown movie entitled "Six Day Bike Rider"

The food was excellent and plentiful. I believe that the management of Tannanah Lake Shore Lodge are really trying to make up for the July 4th fiasco. The country side was breathtaking. The trees put on the most spectacular display of fall colors.

The Country Cycle Club of Westchester sponsored a joint meeting of the officers of a number of clubs in the area with the idea of more joint activities. Your new officers and board will be working on this new venture so that by next spring this idea may bear fruit.

The monthly club meeting on November 21st will be a busy one. The ballots for the new officers and board of directors will be counted, and the results announced. Also on the program will be a color slide show about bicycling in Hawaii by Marsha Taggart. Time permitting, Upright Irv will add some color slides of some of his "low Gear" jaunts.

The main feature of the December meeting will be the installation of the new officers and board members. There may also be a "Stump the Experts" program. More about this meeting in the next bulletin. I will suggest that you gear your questions for this program to winter cycling.

COMMENTARY by M Shleifer (your sinikal siklist)

Election time and club apathy springs forward! Again only the NO WORK positions are contested for. There was evidence of this by the poor ride leader showing, it seemed to me most rides were imported from other clubs, eg. the patch rides. Pretty soon no more George's to perform club functions. Since all of us are VOLUNTEERS the "club" can't give you anything but what YOU put into it.

The ballot contains a DUES INCREASE. I suggest vote NO for the following reasons. The board recommending it had only 4* of 10 members present at that meeting, not even a majority to vote on it. The only Treasurer's report was a verbal one at a meeting, how can a non-attending member make a sensible judgment without the printed figures? When presented verbally numbers are easily accepted, but when printed one can think about their validity. Remember that highly readable August Bulletin? That WAS NOT typed by volunteer labor, it cost \$37, an expense that should've been prevented. Another useless expense is the proposal to print and distribute road use rules in Central Park, a dissipation of funds to paper to circular file. If you find it difficult to ride a road or closed route as CP, try another sport. Those other people will continue to crowd the park and will be TRANSIENT. Here is my analysis of club expense needs: postage per member $15 \times 13 = 195$. Bulletins $2 \times 10 \times 13 = 260$, the sum being 455, say \$5 tops printing & post per member. The present \$7 allows \$5 per month to the Rides Chairman for calls with a surplus. A NO vote on the dues increase will prevent the board from becoming profligate, but will not decrease activities, which are provided by those who want to LEAD them. Another poor expense was the AYH organization pass; were there any NY?? hostel weekend trips? If so, I retract the statement, but the questionnaire showed very low interest in hostel weekends. Probably there are other examples like the

N Y C C BALLOT FOR 1979 BOARD OF DIRECTORS

This year our election choices are simplified because only the 3 positions for Member-at-Large are in contest. The Member-at-Large offices were added to the Board of Directors by an amendment to the club's By-Laws so that the Board could have the benefit of "non-big-shots" in its deliberations.

Whereas the duties of the other Board members, i.e. Pres., V.Pres., etc. are spelled out in the By-Laws, those of Member-at-Large are not - by omission rather than design. However, it is expected that they will participate fully in the deliberations and the voting on all matters coming before the Board, and that they will work along with the other Board members in planning and running club events. The office is also a hoped-for preparation for future participation as Board members with specific portfolios, i.e. Pres., V. Pres., Treasurer, etc.

Please vote. Your ballot is a form of Thank You in advance to the future Board. A small return is discouraging to them. If you disapprove of a candidate (not in contest), cross out his/her name; express yourself!

Eligibility for voting is restricted to those who joined NYCC before the Labor Day weekend (and thus paid full dues for 1978).

Mail your ballot (and Questionnaire found elsewhere in this issue) to Bill Hoffman (L.A.W. Regional Director) at 53 Claire Ave. New Rochelle, NY 10804 before Nov. 15, or bring it to the next club meeting on Nov. 21. Bill will bring the unopened ballots to the Nov. 21 club meeting for tallying that evening. Your name must appear on the ballot envelope (printed, please) so that it can be checked against the club roster. (An unidentified envelope will invalidate the ballot within.) The ballots will be separated from the envelopes by the Tally Committee before the tally begins.

STATEMENTS FROM CANDIDATES FOR MEMBER AT LARGE

LEONA HOLLANDER

As a Member-at-Large, I believe that I would fill a void which exists in the Board as it is now constituted. As a long-time member, I would hope to make a contribution to the functioning of the NYCC to help it continually improve its responsiveness to its varied membership. I would try to open further lines of communication between the Board and those riders who are competing with themselves rather than with others - those "casual" riders, oriented to pleasurable leisure-riding at an improving level of performance.

BILL KNIGHT

The NYCC serves the needs of our recreational cyclists by providing a forum for the exchange of information to enhance our fun, relaxation, and change from the daily routine. I plan to contribute to this exchange with my experience in organizing van rentals for small groups of cyclists to get out of the city and to enjoy bicycle riding in the open country.

But as a bicycle commuter of many years, I realize that NYCC can also be a forum for exchanging bike commuting information and for encouraging those of us who want to join the growing movement to provide a good image for cyclists in NYC and to help clean its air. As Member-at-Large, I will act as catalyst to assure that commuters and recreational cyclists have opportunities to share their wealth of knowledge in these areas. I look forward to promoting these exchanges and to working with you.

GARY KRZYNOWEK

As I see it, the most important objective for the club is to develop as wide a choice of rides as possible, as often as possible. To achieve this I will be contacting people at meetings and at rides for suggestions. I will also be asking for volunteers to lead them.

For the coming season (1979), I see great potential for weekend rides using the Ayn hostels. These trips would consist of "A" riders riding out sat. morning, with the "B+C" riders going by car. All groups would meet at night for dinner and small talk later on. Dinner could either be cooked at the hostel, or be in a nearby restaurant. A novel consequence of this type of weekend would be that a person could go on one of the B, or C rides one day and then ride back the next day with the A riders or visa-versa, depending upon space available in the cars.

It's my feeling that next season could be one of the best yet!!!

JIM REX

IF BY VIRTUE OF HIS LESS MEASURABLE WORKLOAD A PAST PRESIDENT IS ENTITLED TO REMAIN ON THE BOARD FOR AN EXTRA YEAR OF TRANSITIONAL PERIOD; SO DOES THE VICE PRESIDENT OF RIDES WHO WITH MORE SIGNIFICANT AND TIME CONSUMING WORKLOAD PLUS PERSONAL EXPENSE NOT ONLY SURPASSES HIS, BUT THE REST OF THE BOARD'S COMBINED. TILL THE BYLAWS CATCH UP TO REALITY IN THIS RESPECT: I GOT NO OTHER RECOURSE BUT OPT TO RUN FOR THE LEAST SIGNIFICANT ROLE AS MEMBER AT LARGE, WHO'S DUTIES AND OBLIGATIONS SO FAR REMAINED UNDEFINED AT BEST, AND POORLY ATTENDED IF AT ALL. IF ELECTED, I SHOULD HAVE NO TROUBLE MAKING MYSELF AS USEFUL AS IN THE PAST. FOR OPENERS UNLIKE IN THE PAST, I'LL SEE TO IT THAT EVERY BOARD MEMBER WILL GET A COPY OF "BYLAWS" IN ORDER THAT THEY MAY FUNCTION AS FLAWLESSLY AS POSSIBLE WITHOUT HAVING TO RELY ON SOMEONE ELSE'S OPINION AT DECISIVE SITUATIONS. YOURS TO REMAIN.....JIM REX.

How Big Were the Rides?

Edward B. Flowers**

There is a social phenomenon, sometimes called the "herd instinct", which says that people will want to go on the ride that everybody else is going on. Did you ever frequent an empty disco? Everybody is interested in how big the rides are going to be. Which are going to be the big rides? Perhaps the answer to this question is hidden in the quarterly rides statistics compiled by James Rex*. The following analysis reveals which rides were the big ones, and will probably continue to be the big ones. Now you can all go on the most popular rides -- maybe.

The rides that are biggest in terms of numbers of riders are the ones where demand for this kind of ride (A, B, or C) is greatest with respect to the number of rides supplied in this class (A, B, or C). The trick is to express the demand for rides in terms of the number of that kind of ride being organized. When you do this, you can see some curious things have been happening over the last three years.

How Many Rides Were There?
(May thru Jul)
(Supply)

	<u>A</u>	<u>B</u>	<u>C</u>
1976	19	16	3
1977	16	19	21
1978	24	11	11

How Many Riders Were There?
(May thru Jul)
(Demand)

	<u>A</u>	<u>B</u>	<u>C</u>
1976	234	254	31
1977	¹² 305	¹⁶ 505	¹⁰ 217
1978	¹⁹ 761	²⁷ 277	¹⁰ 772
	31	26	70

To get a number describing the relative size of the rides from year to year (and from class to class) you divide the number of riders by the number of rides. This number is a measure of the amount of average participation in the A, B, or C rides in a given year. These numbers are shown in the following table, "How Big Were the Rides." Since we all live in New York, however, let's be crassly commercial and think of this number as the price of the ride. For example, you might think of a 1977 B ride as the medium-priced \$26.57 ride ($505 \div 19 = (\$)26.57$).

*James Rex, "3rd Quarterly -- Ride Results," NYCC Bulletin, October, 1978, p. 4.

** a "B" rider.

How Big Were the Rides?
How Much Would They Cost?

(Ave. no. of persons per ride, or, whimsically, \$/ride.)
(May thru Jul)
(Price of the Ride)

	A	B	C
1976	(\$) <u>12.31</u>	(\$) <u>15.87</u>	(\$) <u>10.33</u>
1977	19.06	26.57	10.33
1978	31.70	25.18	70.18
Average Price	(\$) <u>21.02</u>	22.54	30.28
Standard Deviation	(\$) <u>9.84</u>	5.81	34.55

As you can see, the low-priced rides were the A and C rides in 1976, going for only \$10.33 to \$12.31. The high-priced ride is the 1978 C ride, going for an exorbitant \$70.18. Although ridership in the C rides grew seven times from 1976 to 1977, the size of these rides remained almost the same, because exactly seven times more rides were offered in 1977 than in 1976. However, ridership in C rides more than trebled from 1977 to 1978, while the supply of these rides decreased by about 100%. Therefore, the size of C rides skyrocketed and their cost went up to \$70.18.

Now you all want to go on C rides, don't you?

But the price of A rides has risen rapidly in 1978 too. The number of A riders doubled from 1977 to 1978. But these energetic fellows, unlike the phlegmatic C riders, have also organized almost twice as many rides for themselves, keeping the price of an A ride down.

If you're still undecided about which ride to take, you could take a B ride. Demand and supply for B rides has been the most stable of all. See how low the standard deviation (change) in the price of the B rides has been. The B ride is the middle class ride.

We are an upwardly mobile society of bicycle-riders. Follow the arrows in the second table, "How Many Riders Were There?" to see how the C riders of last year have apparently become the B riders of 1978, and how the B riders of 1977 have apparently become the A riders this year.

D.C. SPECIAL: A VIEW FROM THE FRONT (for a change)

Maxim Vickers

In the Ninth Annual Capitol Run, the most exciting and closely contested ever, strategical planning and navigational skill edged out brute force as the NYCC Old Farts held off the AYH Animals by 10 minutes to take the 250 mile event in 23 hrs. 30 min.

In the see-saw battle the lead changed hands seven times. The dramatic splendor of the evening sky gave the omen of things to come as the sixteen starters trudged up the stairs of the G.W. Bridge's north walk at 5:15 PM on Saturday, Oct. 7, 1978. After an initial route mix-up, the lead quickly whittled down to eight while the street lights came on all over the Eastern Seaboard.

Once thru the potholed indignity of Newark and Elizabeth, the Animals attacked, taking several primes at traffic lights on Rahway Ave. Maxim Vickers and Dan Smith hung back grimly, while Joel Radbell, in a momentary breach of team discipline, chased the perpetrators. This proved to be an accidental stroke of tactical genius, since the malfunction of his Blackburn rack screws (yes, it happens) forced the pack to stop at a roadside MacDonald's. Taking advantage of the confusion, Maxim and Dan sped on to Princeton and were actively refueling at the local greasy spoon when the prodigal Joel peeled off the passing Animal trio and promised to be good; which promise he kept.

The chase was now on. Speeding thru Trenton, the Farts caught an unmistakeable glimpse of tirepumping action. Elated, they pressed on only to find themselves facing a dismantled bridge on a strange road. After a brief initiative, the attempt to ford the stream was abandoned. Some backtracking finally resulted in the much sought Dunkin Donut where, while stuffing themselves, they were treated to the sight of the adversary gliding by in flawless formation.

The front-running Animals then committed an unusual tactical blunder. In the outskirts of Philadelphia, they stopped at a Howard Johnson's (whose service is familiar to all who ride on Long Island) where they were caught languishing in vain anticipation of speedy fulfillment of their orders. From then on it was a long, cold and dark trek over the hills upon hills upon hills upon Baltimore Pike. The sun dawned in its full glory upon the jubilant Old Farts still in firm possession of the lead. But it was not over.

As they were munching candies on the grass bank, just over the Maryland border, the Animal formation churned by them and, with a wry smile, deposited semi-conscious Mike Nelson in their midst (but there were no takers). The Animals were now reduced to Paul Frank and Lloyd Tabb still going full blast.

There had to be a lucky break, and it came in the guise of a conveniently missing roadsign at an obscure junction. And then it was hills upon hills upon hills on U.S.1, and countless red lights and dug up streets of the horrid city of Baltimore, and the headwinds and the rain (which is to be officially referred to as lawn sprinkling).

Wearily the Old Farts crept up the final 5% grade on Rhode Island Ave. (in 45 inch gear) and gratefully pressed the magic button under the AYH sign at the hostel. It was 4:45 PM, Sunday, October 8. The Animals, Paul and Lloyd, put on a ferocious show on the home stretch trying to regain the lost time but, as the stars would have it, they were ten minutes short.

All shook hands. "Good riding, gentlemen." "Damn solid riding!" "Top of the world." "Now, let's go eat." "And never again shall we undertake a similar insanity..." (famous last words).



An Endangered Species?

Possibly.

Like other creatures whose habitat is diminished by insensitive expansion of congested humanity, the bicycle, as well as its rider, is fighting for its very existence in its own special habitat—the roadways of America.

Strange, isn't it.

That the bicycle, which was responsible for the development of better roads in America, and today offers us a pleasant form of energy efficient exercise, recreation, and transportation, should be having such trouble.

Fortunately,

like other delicate creatures in the wilderness, the bicycle has a friend.

The League of American Wheelmen is that friend. Since 1880, the League has been protecting the bicycle.

It's a constant effort and takes resources—like money and people who care. Join other friends of the bicycle in safeguarding the bicycling environment. Join the League of American Wheelmen.

MEMBERSHIP APPLICATION

(Please print or type)



LEAGUE OF AMERICAN WHEELMEN

☐ New ☐ Renewal

NAME(S) _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____

OCCUPATION _____

New York Cycle Club, Inc.
BICYCLE CLUB AFFILIATIONS _____

NAMES AND AGES OF CHILDREN _____

Check type of membership desired

- ☐ Sustaining Membership: \$25.00
- ☐ Individual Membership: \$10.00
(Age 14 and up)
- ☐ Family Membership: \$15.00
(Two adults and unmarried children to age 21 living at the same address. Include name and age of each child.)
- ☐ Life Membership: \$250.00
(Installment: \$25.00 every 3 months)
- ☐ Family Life Membership: \$375.00
(Installment: \$37.50 every 3 months)

Please find my additional contribution as indicated to expedite the League's legislative efforts:

☐ \$50 ☐ \$25 ☐ \$ _____ ☐ \$15 ☐ \$10

Enclose check or money order made payable to:

LEAGUE OF AMERICAN WHEELMEN
19 South Bothwell, Palatine, Illinois 60067

For further information about the League and local biking activities contact:

Bill Hoffman, Regional V.P.
53 Claire Ave.
New Rochelle, N.Y. 10804
(914) NE 6-7597

(Include name, address, zip code and telephone)

Your club officers strongly endorse membership in L.A.W. So do almost half of our club members. Why not join them? Or would you rather become an endangered species?

FROM THE EDITOR

Vinnie Fabucci has written an article on how to carry a bike up and down stairs in apartment buildings, bridge walks, and train stations. I could not include his article in the last two issues - forgive me, Vinnie - and I would now like to expand the idea. Other members may have pet ways of muscling a bike up and down stairs; share your techniques with us. We'll probably publish them all in the early spring (unless Vinnie threatens to flatten my tires), in time for the spring thaws.

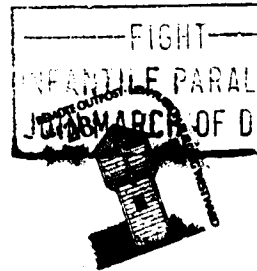
If you were on a cycling vacation, write up your experiences. Would you recommend it to others? Why? Why not? Any equipment failures? Successes? Pannier sufficiency? Gearing problems? (I'm waiting, I'm waiting!) Don't worry about writing a polished article - this is a club bulletin, not a literary magazine.

Also submit your questions about any phase of cycling so that we may develop a "Questions and Answers" column, or a special monthly program from time to time. Don't be shy about your ignorance, we all started out that way. Remember, you are talking with friends (I think). Anyway, your name need not be associated with the question.

For the Dec. and/or Jan. issues, send in your hints and suggestions for winter cycling. What do you do to keep yourself warm: your hands, feet, head, body, etc?

Bring your Bulletin contributions to the club meeting, or mail it to reach me before Nov. 30. A preferred format is: Title, in caps, centered on the page; author's name, double-spaced and centered below the title; body of text triple-spaced below name, single-spaced, column width 7-7½", maximum length on a page 9½-10". (See articles by Maxim Vickers and Frank Sanchez in this issue.) O.K., start writing, I'm waiting.

NEW YORK CYCLE CLUB, Inc.
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