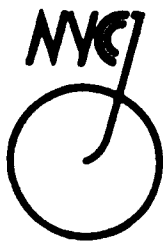


January  
1980

# New York



# January-February 1980 Cycle Club Inc.

## PRESIDENT and INFO. CONTACT

Bill Cooper  
183 Wyckoff St.  
Brooklyn, NY 11217  
(212) 596-9537

Come to our MONTHLY MEETING and bring a friend  
Rinaldo's Restaurant  
32 East 32nd Street  
January 15th, Tuesday 6:00PM

## V.P.-PROGRAMS

Ed Flowers  
111-50 76th Rd. #4-L  
Forest Hills, NY 11375  
(212) 544-9168

Guest speaker JOHN FORESTER, President of the  
League of American Wheelmen will cover the topic  
"Social Position and Problems of Cyclists in Society"  
with question and answer session following.

## V.P.-RIDES

Irv Weisman  
70 Marble Hill Ave.  
Bronx, N.Y. 10463  
LO 2-7298

February 19th, Tuesday 6:00 P.M.

Resident Cyclopath "Ironleg" Jim Rex, a bona fide  
specimen will cover the phenomenon of superior strength  
in cycling. Whether you have it, how to keep it, what  
it means, and how to use it.

## TREASURER

Ken Abramson  
37-32 75th St.  
Jackson Hts., N.Y.  
(212) 672-9555

## BULLETIN EDITOR

Jimmy Rex  
20-44 23rd St.  
Astoria, N.Y. 11105  
(212) 278-5562

## SECRETARY

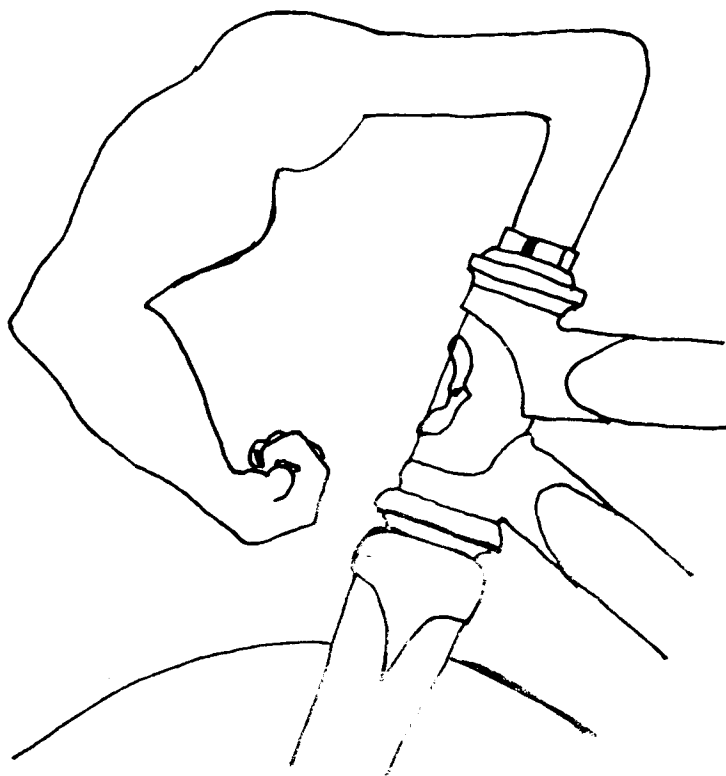
Chris Mailing  
324 East 82nd St.  
New York, NY 10028  
(212) 879-6199

## CIRCULATION MGR.

Diana Bingham  
30 5th Ave. Apt. 7-G  
New York, NY 10011  
(212) 260-2433

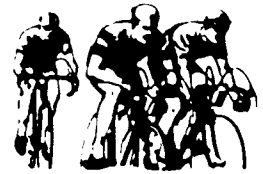
## MEMBERS AT LARGE

Lorraine Gewirtz  
Martha Ramos  
Bill Yao





## Rides For The Month



- SUNDAYS** "KEEP IN CONDITION" WITH ART GUTERDING 30 miles, B pace  
J A N. Meet in Central Park at the Boathouse at 8:45 to ride at 9 AM. Five laps  
& around the park, including "Heartbreak Hill" at the northern end. Rest  
F stops and coffee warm-ups at the Boathouse as needed. Cancelled if the  
E morning temp. is below 32°F, or any precipitation. For info or last minute  
B. checks with Art, call: 861-6224.  
The Boathouse is on the East Drive, about ¼mi. north of the 72 St. & 5 Av. entr.
- SATURDAY** SCAMPER TO SCARSDALE with MARSHA TAGGART 40 miles, B  
26 Jan. Meet 9:30 AM at 86th St. & Central Park West. Ride goes if high temp.  
forecast is 40°F and up, with less than 20% probability of precipitation.  
For info call 724-6336 before 9:15AM
- SUNDAY** WINTER THAW TO WESTCHESTER 40 miles, B- Charlotte Mildebrandt & Mel  
27 Jan. Shleifer. Meet Charlotte at 9 AM at 59th St. & Fifth Ave. at the fountain  
monument, or Mel at 10:45 at Fordham Rd. & Grnd Concourse. Rides cancelled  
if WCBS temp. forecast is less than 45°F, or if any precipitation is fore-  
cast. Bring lunch. For info: Charlotte - 875-2965
- SATURDAY** STATEN ISLAND PHANTOM 25 miles, C Ldr: Ken Abramson  
2 Feb. Take the 10 AM S.I. Ferry or meet at 10:30 in front of S.I. Boro Hall across  
from the ferry terminal. Fare 25¢. Bring or buy lunch. Take lock and chain.  
This will be an easy ride going to...ah, that's what the Phantom is all about.  
For last minute info or cancellations call Ken at: 872-2558. Joint AYM

### REGULAR RIDES - LEADERLESS

CENTRAL PARK	- 10:00 a.m. Sat. & Sun. from Boathouse
BEDFORD VILLAGE	- 9:15 ,, Sun. ,, Firehouse
WESTCHESTER	- 9:15 ,, 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)

## A FEW (few?) WORDS FROM THE V.P. - RIDES

This month we list only a few rides. Rather than devote much time to ferreting out additional rides, which too often are cancelled by the weather at this time of the year, I devoted considerable time and effort to making up the Questionnaire which is enclosed in this issue. Your replies are important to the Board and to the Rides Committee; they will help shape the ride program for 1980, and are also a measure of your club enthusiasm. Show your enthusiasm, fill out the Questionnaire right away.

The Dec. 1979 bulletin carried a schedule of the A-level training rides, planned by Chris Mailing and Bill Yao, which will start in March. The B-level riders will also have a training program, at the same time, to get them into some minimum level of road acceptability. And, I am very pleased to say, the C-level riders will have Leona Hollander to guide them in their training program and to dispense bits of biking know-how.

But you don't have to wait for March to get started. If you like to ride with company, you should consider riding with Art Guterding who keeps riding all winter - 5 or so B-level laps around the park each Sun., weather permitting, interspersed with a stop at the Boathouse for coffee and a rewarming of tootsies and nose. He invites other members to join him; see Rides Listing.

In the Questionnaire you will note reference to an early season time trial. The point of that exercise, after several weeks of training, is for us to find the riding pace with which we can be comfortable. This knowledge will enable us to select rides which match our abilities, and to avoid rides which may be too taxing or too easy. Intelligent selection will help reduce the complaints I have heard about unprepared riders slowing a ride. An alternative, of course, is for the group to "drop" the slower rider. But "dropping", while OK with highly competent riders, is not appropriate for riders who don't know the route, or who may not be able to take care of breakdowns on the road. It is also not a very friendly thing to do.

This mismatched ride and rider problem is not unique to our club. The Rides Committee of the Bicycle Touring Club of North Jersey, founded two years ago by Harry Rutten, a member of NYCC, inserts the following notice in each issue of their club newsletter, The Master Link.

"Riders are discouraged from riding in a category too difficult for them. It is discouraging and painful for a rider to be constantly struggling to keep up, and it is frustrating for the group to stop constantly to wait for slower riders. New riders are encouraged to call ride leaders in advance to get more complete descriptions of the ride."

Our desire in NYCC is to have each rider learn his/her capabilities and preferences in terms of distance and, most significantly, riding pace. (It's the pace that will kill you if you are not up to it.) We thus come to the time trial. By riding a well-defined course, in either Central Park or Prospect Park, each rider can get an evaluation, in miles per hour, of his/her preferred pace. Then if we get the leaders to advertise their rides accurately, appropriate selections from the ride schedule can be made, and everyone will be happy. (Until you find yourself fading on the hills, that is. Then I'll explain about low gears, but let's wait awhile for that.)

As the season progresses, so should our abilities. Start planning now for your end of season goal - 50 in 6? 100 in 12? 100 in 10? Choose your goal and work toward it.

Having reviewed the floundering existence of the 70's that much of cycling was subjected to; I been able to see at first hand, there is no limit of expedience men wouldn't resort to just to avoid thinking. Specially the type that offer less substance, while packaged in fancy wrappings of rules that tend to serve nothing but itself, while hardly anybody conforms to it if at all. Making further mistakes of trying to hold the club to a marginal existence with limited membership: limitations of policies, politics and powers - that have been bypassed like a vericose vein operation in the flow of actual events that took place in spite of the contrary attempts.

Had for instance past administrators been blessed with less hunger for power plays and more foresight in serving the needs of cyclists; rather than cultivating petty personal agrandizement projects by surrounding themselves with minds that only echoed their limited restrictive views, progress could have been made easier.

Unlike on some unfortunate past occasions; I will not allow my loyalty to cycling be caught up in, or have exploited in futile but well pre-arranged plays, if not games, having dealt from a crooked deck of cards that my honesty couldn't possibly change - only because I didn't know sooner.

In that spirit I would like to scetch some of my ideas instead.

POLITICS! No one being around as long and as active as I, could possibly remain unaffected by the course of events and stay immune to the saturation of politics being exposed to. While politics supposed to be the sience of government in it's lofty aims, practice shows us more of it's failures than it's successes.

I find, when everyone manages to agree (right or wrong), it's called COOPERATION. When somebody disagrees, he becomes disagreeable (right or wrong). Sometimes everybody agrees only to prove in the long run that no one was thinking. People can disagree on vital issues even for a long time, or be mindless about another just as long (if not longer) in total agreement.

No one really looks for DISAGREEMENT in his or her "right mind", but it isn't always a moral deficiency. There are times, just the reverse is true.

Even I rather give an issue time to resolve, than make a disagreement out of it when possible. I'm not worried about truth going stale on me; if anybody feels up to making an ass out of himself in the long run, I have no authority to revoke his license from doing so. I can spend time very well on regular and worthwhile objectives. I don't have to get bogged down in a competition with people who make a career out of running around with various lenght of ropes, trying earnestly to find the most suitable means by which they can hang themselves.

We had one character become the chief executive in spite of the fact people didn't have a vote over it as it was decided by the board. Apart from the fact he should have been arrested just for impersonating a bike rider, he set to hard work that would make Machiavelli look like a boy scout by comparison. As a result he racked up more resignations in six months, than all previous administrations combined. In essence he took the helm and gave the club a bum steer, setting into motion other great crapological aspects that succeeding administrations had to deal with as the inheritance of bag-full of leftovers.

At this point my legal instinct tells me, would this article become the latest popular best seller: any resemblance to person or persons living, dead, or ought to be is strictly coincidental, even though we know better. This trick I learned from having to work with people who were too busy trying to save face by covering their ass all the time, when not engaged in filibustering, stone walling or character assassination plots.

Sometimes, for intermission they had small stuff to kill time by. I seen one past Board Member resign having to spend \$8.00/hr on a baby sitter, so she can attend the discussion of 25¢ monthly item per board member agenda. True to traditions, none of this had been recorded, and anybody with shorter memory than mine will get by on the benefit of doubt. In the future I would like to see any resignation that may happen be published to the satisfaction of the individual concerned. For example former Rides Chairman Ron Kahn two years after having been fired for trying to do his job best as he knew how, thought the club owed him an apology. Yes my friends, muzzling our press was just another facet of recent years. What we managed to bring to light in our former day bulletins, has not kept more people from leaving the club over the years than those who stood by it. With results like these I take my gamble on honest and open administrative policies anyday. I'm not affraid to roll back on obsolete schemes, aimes, or means.

1980's will be serving the expanding need of cyclists, not politician purposes. I put my reputation on it.

I recognize the fact, no matter how good any rider had been lucky enough to develop himself, one time he was just a beginner like anybody else. If there is no ride program for beginners, we will have very few accomplished riders to talk about in a few years, who will slack off by then.

There are thousands of people out there waiting for the opportunity you got when you joined our club to develop yourself. We only ask you to return the favor and plow back some of your talent to cycling in general.

Dont forget, the best way to learn something is trying to teach it. Your practical experience and full participation is more meaningfull than all the supposed expertise combined coming from the brass.

Take for instance a typical Board Meeting of two hours duration. It allows 10-12 minutes per head if everyone shows up, to discuss and if possible solve everything. Since curtesy dictates equal time, but doesn't guarantee equal competence: over the years we have accumulated a backlog of problems that are running ahead of solutions, some of which can take years as been exemplified in the past. Just like inflation, first we have to slow that rate down.

Take for instance the NEW club logo idea I started to work on back in 1975 that made good impression on then editor Les Bercow and Rides Chairman Ron Kahn. The 1976 Board has overhauled it to the point it was far from what I was willing to do, and had Don Baker work on it. Who did to the tune of about \$300 personal expenses, and suffered a similiar fate as I have beforehand. By the end of 1978 Ed Flower took an interest in it, and made proposals around February 1979 to come up with a patch only to be recycled in the same wringer others have gone through. Finally we got our iron-ons due to the diligence of Lorraine Gewirtz and the artistry of Gene Reynolds. How ever the 200 or so old club patches have mysteriously disappeared over the years, that served as last reminders of a Dan Henry era. Meanwhile we are yet still working on the patches to be made since 1975.

Just last summer I went to France for two weeks at a cost of \$1,200 to ride an International Ultra Marathon event of 750 miles within a 90 hrs limit. I finished it with 3 hrs to spare among about 1400 people of which about 16 was from USA. No small accomplishment considering only one American was ever fortunate to do so before. The irony of it was: being a long standing active Board Member trying to register for the event, not only I couldn't produce a Club I.D. card but didn't even have a club patch to show for it. All because I tried as early as 1975 to have one. No wonder the club is suffering from an identity crisis. It's down right embarrassing. Furthermore it limits it's options to advertise the club.

What compounds the problems further is that new board members may take 2-3 months before they get the hang of their job, loosing 20-25% effectiveness of their 1st year tenure, because bulletins were not informative of what's going on to clue them in before hand.

continued on page 6

Some seemingly well educated club officers give me the impression, they should take a course in remedial reading when it comes to our bylaws. It is commendable to find someone striving to be part of achievements and not even wanting to miss the chance; but I it's going too far if the only means to it would be by concentrating too much power in one's hands, just to be sure it happens. While others of unwitting and unwarranted generosity practically giving it away by making such proposals, which even if was accepted by the majority of the board - let alone the general membership - would still be unconstitutional, if we had one to refer to. Waiting for resolutions to develop, current references for the time being are withheld. But I would like to point out some conceptual differences....

POWER is self styled, indicating forceful display of dictatorial tendencies that overcomes initial limitations enfeebled in the process. If one has it, another will want it. Then they wind up working at cross purposes only to negate each other in the intensification of the process, resulting in a contest of will. One can only succeed by making sure the threat of counter force is eliminated. That in itself may keep him too busy to remain useful for anything else. With strategy like that the adage of "Offense is the best defense" evolves to the point; that he becomes just plain offensive and eventually gets bogged down with clandestine operation techniques trying to salvage the resemblance that justify his existence to the electorate.

Even if well disguised at the beginning, it's a self-destructive ego trip in the long run, see Julius Ceasar... Or a needless exercise of futility when it doesn't even succeed, see Richard Nixon.

It certainly can't cramp my style of riding; furthermore I was raised to my regret behind the "Iron Curtain" having to live through WW II and a revolution before I was 20, and I have survived both Hitler and Stalin plus Nixon. I can't imagine anybody do better even in our club.

The whole thing can only strike me as an ego trip with built in self-limiting obsolescence, just like those who believe in robbing banks to avoid honest work for a living. They may get as a 4-5 men team let's say \$50,000 if they get "lucky" until they are caught. That's 10 years per head or about \$1,000 a year before they paid their lawyers. I think even minimum wage fares better than that.... So much for trying to get away with it.

AUTHORITY is a more evolved openly capable mode of shared leadership, usually on a tenure basis that can be revoked earlier. That's more possible when it's not the sole possession of any given board member to have, keep, or even give away. I could never give away what I didn't possess, nor was mine to begin with.

BEING AUTHORIZED to act or do something implies responsibility of having to answer for it. BEING EMPOWERED does not!

Even those, making a living out of enforcing laws, do so by being authorized and constantly scrutinized.

POWER ASSERTS, AUTHORITY COMPLIES ! But some people in the bliss of their unwary ignorance or bogus-innocent-sincerity, can't distinguish between the two. So watch out for powers to be!

Any leader who have to ask for powers to be able to function or fulfill his role, lacks both the prerequisite qualifications and the ability to command the respect of his followers, or colleagues. One dead give away sign of this tendency is to see an individual trying to concentrate powers in the various positions he fills from title to title. After all, man makes the title, not the otherway around.

I for one would be insulted at the prospect someone would suggest to give me more powers, for I feel more competent than having a need for it. As I don't like dictators, I wouldn't want to be mistaken for one either.

The key element of power is force, and of authority is cooperation. In the future I would like to see more cooperation than display of power. There is no alternative if we consider the fact; that cooperation is a two-way avenue of approach to solutions, only one-way just coercion or duress.

## 1980 Election Results.

71 ballots sent in were counted at the Dec 18th meeting at Rinaldo's by a 3 men panel headed by Bill Hoffman, assisted by Bill Baumgarten and Steve Bauman. To speed up the process, uncontested officers had been acknowledged unanimously at the first vote in their favor. Those contested were tallied with the following results that are comparable with earlier years.

PRESIDENT		yes	no	abstained
	COOPER	50	-	
	Lorenz	10	-	3
EDITOR				
	REX	52	-	
	Shleifer	15	-	4
MEMBERS AT LARGE				
	GEWIRTZ	62	-	-
	RAMOS	52	-	-
	YAO	51	-	-
	Levin	40	-	-
AMMENDMENTS				
	1)	59	1	9
	2)	62	1	7

Now the "Board" has to see choosing a brand new Membership Chairman. I hope in following elections it will be done by the general membership with their vote to make it more democratic. The only excuse for not doing so now is due to the fact that this time around we couldn't be sure if the members wanted one or not in the first place, so nominations were not made in advance since the proposal had to be passed first. When one will be found, his job description yet incomplete: we will have to come up with the limits of his rights, duties, goals, quotas if any, and other responsibilities. How much voice will he have in board meeting decisions by vote if any, or otherwise? How much operating expense will he be allotted if any, and will he give us a monthly list showing to justify his position by indicating some results? Hopefully more riders will be reached and brought into our ranks.....

So far the only name I heard being mentioned for the position was Tony Morano, but there may be others also not yet known at press time.

As for the number of voters participating: I been keeping an eye on it for years too, and surprisingly if big controversy is missing, the ballot counts are lower as if things were just about all right. The other alternative would be apathy. So I have compared to League of American Wheelmen responses made over the years and find about the same ratio. State of New Jersey had a 17% turnout for Governor, and 14% for general election. National election for President had 14% of voters. New York City Mayoral election was also around 8%. I guess, people in the land of opportunity and now somewhat diminishing abundance that still haven't hurt most of them, have no cares or worries beyond their immediate gratification.

They sit back at ease, letting somebody else doing the worrying over how things should go. I still haven't been able to figure out whether it's a compliment, or just negligence? Maybe both.....

Jim Len



1979

NEW YORK CYCLE CLUB RIDE LEADERS  
( Nov 78 - Oct 79 )

BY JIM REX  
BOARD MEMBER AT LARGE

88

Club Rides, Part I	RATING		SUBTOTALS				D & C				B				A & A+				RAINED OUT	CANCELLED
	RIDER	LEADER	# OF TRIPS	LEADER'S MILEAGE	# OF RIDERS	CLUB'S MILEAGE	# OF TRIPS	LEADER'S MILEAGE	# OF RIDERS	CLUB'S MILEAGE	# OF TRIPS	LEADER'S MILEAGE	# OF RIDERS	CLUB'S MILEAGE	# OF TRIPS	LEADER'S MILEAGE	# OF RIDERS	CLUB'S MILEAGE		
	BAUMGARTEN BILL	A *	2	115	6	350					2	115	6	350						
	PERCOW LES	A+	0																	
	BODACK LEW	A	0																	
	CARTER ERIC	B TRAINER	1	20	7	140		20	7	140										
	CARTER GLORIA	B TRAINER	1	20	7	140		20	7	140										
	COOPER BILL	A+ ***	2	250	3	750														
	FARREL CATHY	B CRUISER	1	40	3	120														
	FLOWER ED	B TRAINER	1	25	6	150														
	KRAUSZ VERA	B CRUISER	1	10	2	20		10	2	20										
	LORENZ JOHN	B *	8	244	44	1868														
	MAILING CHRIS	A+ **	16	1157	73	5417		60	8	205		244	44	1868		787	49	4382		
	MORANO TONY	C TRAINER	2	60	28	1080		60	8	205		310	16	830		210	9	960		
	RADEPIL JOEL	A+ **	2	210	9	960										210	9	960		
	REX JIM	A+ **	2	185	12	1165										185	12	1165		
	ROTH ERNIE	B CRUISER	1	25	14	350		25	14	350										
	SANCHEZ FRANK	A *	1	60	1	60						60	1	60						
	SHEREF JESSE	C CRUISER	1	35	16	560		35	16	560										
	SHLEIFER MEL	B CRUISER	2	40	7	110		40	7	110										
	TAGGART MARSHA	A *	1	80	3	640														
	WEISMAN IRV	B+ *	11	462	68	4590		150	33	1265		312	35	3325		80	8	640		
	WICKERS MAX	A+ **	1	90	4	360														
	YAO BILL	A **	6	576	39	3702														
	TOTALS		63	3704	357	22532		17445	128	4020		1146	107	6683		2113	122	11829	17	25
	WITHOUT OVERLAP		57	3303	293	18221		14360	89	2690		1146	107	6683		1797	97	9448	17	23
OUTSTANDING SERVICE 20 LEADERS			MAILING				WEISMAN				LORENZ				MAILING				A 9	
			WEISMAN				MORANO				WEISMAN				YAO				B 21	
			YAO				MAILING				MAILING				BAUMGARTEN				C 10	
			LORENZ				CARTER E. & G.				YAO				RADEPIL					
			REX				SHLEIFER M.								COOPER					

NOTE: MOST LEADERS STARTED THE SEASON WITH "C" LEVEL CONDITIONING RIDES, SOME EARLIER THAN OTHERS. THIS LEARN THE WAY TO HIGHER LEVEL "B" PROGRAM RIDES AS IN THE CASE OF IRV WEISMAN, WHILE CHRIS MAILING USED IT AS A SPRING BOARD TO REACH "A" LEVEL CONDITIONING BY IT. TONY MORANO MAINTAINED THE EASY RIDER "C" LEVEL FOR THOSE WHO HAD LESS

# SUPPLEMENTARY DATA

BY JIM REX

MEMBERS			DATE		LEADERS		RIDES				TRIP AVERAGES			
											CLUB		Combined	
VOTER	BOARD	CLUB			**	*	TRIP MILES & RIDERS				MILAGE		RIDER MILE	
		284	1972		20		35							
	6	312	1973		30	3	15	46	2580			56		
	6	201	1974		28	4	11	58	3188			55		
	7	227	1975		28	6	10	83	5414			65		
130	10	244	1976		57	10	14	133	8382	1592	111092	9	41	12 63
	10	223	1977		70	11	25	132	7347	1865	107161	6	48	14 56
60	10	239	1978		41	9	16	131	8931	5870	276457	6	64	44 68
71	10	189	1979		37	12	7	108	6868	8229	330861	5	58	40 63

NOTE: \*\* means Century Ride leader  
 \* " " " " " "

Since there are more riders than leaders: to meet the needs of the club it is important to provide rides of shorter distances as well. Hence not every leader has the chance for that rating, which supposed to stand for the indication of experience. In some clubs the selection of it's president is limited to candidates who are qualified Century Leaders, and board members of Half-Century capacity. Our club never suffered shortage of either kind, whatever selection criteria was used, as most of our leaders have always been former or current "A" riders anyway.

RIDE LEADERS in general are the cadre of "Non-commissioned officers" of the club who promote cycling mainly in the field closest to grass roots level. They make cycling happen to others. Their ability to commit themselves in advance to carry out projects speaks better for their invaluable service, better than anyone else could by any other means. Still, the least I could do for them is to give an honorable mention evaluating their contributions over the year, which also leaves the V.P.-Rides with an up to date inventory to fill his shopping list of upcoming ride program.

Since the 1976 "free for all" tumult period things have returned to near normal. Those who weathered through the years, have faced the emergence of other clubs coming into undeniable existance. With various approaches used by those who chose to be spokesmen for cycling in general, wound up handling a larger and still growing pool of rider contingency in our area, warranting joint venture cooperation from just about all. Presently the remaining question is not whether, but how much should this be the policy. Given the riders inclination where they like to find company; big events attract them more, and will go on joint rides whether the club's policy is going to endorse it or not. What remains then is to take turns to schedule the events that follow eachother on a rotating basis to avoid a clash of program interests, to avoid working at cross purposes that may negate rather than enhance cycling in general.

If we look at U.S. Cycling Federation (racing) or League of American Wheelmen (touring) activities, that's the example to follow.

With a three page rider questioner included, and expecting a good rate of returns on them, it shouldn't be hard to gauge how the riders really feel about anything. It's included as the centerfold pull-out section of this bulletin.

The EDITOR should try to narrow the gap between the riders, for the bulletin reaches even those who don't make it to the meetings. Ideally should have a surplus of articles to make the best selection from: but as we know, contributions vary as the flow of tides. When the weather is good, we rather do the riding than just gab about it. For instance I been waiting since September hoping to get at least a page's worth of article from Steve Bauman, telling something about his Paris-Brest-Paris ride exploits. Like Ken Abrams, who never mentioned his Washington D.C. ride coming out of an injury of last winter that put 8 pins into his shinbone.

While we can't surpass the efficiency of full time professional staff producing better magazines, we can have one more representative and closer to our close knit local kinship interests.

Like many of you, I been tired of receiving my BULLETINS so late so often - that I got tired of complaining about it too. Now I'm tiring myself to put them out two weeks in advance every month from now on, rather than the usual two weeks late. I got very encouraging assurances of the V.P. - Rides; that he can furnish rides so far in advance that will make it possible, since our ride leaders are more organized and capable of advanced planning then ever before. More on this in next bulletin....

Switching over to this transition; this bulletin will have to suffice for the usual late January and early February as a double issue. To avoid complaints that would be skipping a month this year, it's content is nearly double. In fact because of the holidays I was forced to come up with my long shopping list you reading now, as no one was willing to sit down and type besides Irv Weisman and myself. Even his material I picked up just on January 5th, and the rest that came late will have to go into following months.

The added bonus of this move will come just before next election, to prevent the ballots from going out too late agen.

One thing will not change though; every one will have to hang by their own words, as I'm not one to correct anybody else's "English". I received so much complaints about my dirty typewriter last year that can't be read, you will have to send me everything the way you like it. This editor may have his comments as anyone else can, but will not be anybody's fall guy.

You still have complaints? Type them up, I'll print it. You have all the recourse you need, don't tell me to do your job. If you want your name with held, I can do that too. Don't go around just bitching, do something. If it's that important you will; and let's not forget if you allow others to continue making the same mistakes over and over, it's your moral responsibility to take over when you can do it better. If they are already doing the best they can, what else is there that would help. YOU !

Then the functional equivalence period of our "Primaries" roll around and we will need NOMINEES; who are qualified and still willing not only to work but learn, adjusting to all situations lying ahead - then step forward. The year just begun, you should have no trouble getting ready by then. Cultivate friendship along the way, and remember, the best way is to be one. But even friendship will not absolve you from having to be a rider first of all. If you can't even manage to ride, how could you run a club? Or who would believe it? You, and who else? It won't sell....

And if you nominate some one else, it's no crime to think of your friends first. But be sure he can do better than just win at elections, the work only begins after it. I have friends that are not qualified for anything useful other than having fun with, and others who are qualified but can't talk them into it.

To play it safe look for CANDIDATES in the Ride Leaders "inventory", they are all worthy of the club's esteem or they wouldn't be there. They already functioning in some capacity in furthering the club's aims, and have followers likely to vote for him. They are also more experienced than someone previously unknown figure introduced a month before election the members didn't even know existed.

continued on page 15

Even though our main activity is really bike riding, it still leaves a tremendous job ahead to improve or altogether overhaul our Bylaws format. Nobody really likes to get bogged down with it, and as such my hopes of last year to find at least a dozen people to get started didn't materialize. It's beginning to look like: either it's not used as intended, or we never needed it in the first place.

ELECTIONS need more improvements mostly by openly debated issues that will generate first of all some interest.

VOTING participation could be increased if BALLOTS in the BULLETINS unlike for years, were sent out ahead, and possibly returned on time. This would also quell such rumors as "Preferred Mailing List" based on a Club Roster no-one ever sees, and may become an opportunity for incumbents to use it for ballots stuffing. That's one reason why I never cared to do more than just fill in vacancies. Also I wasn't conceded enough to think I was a better man than the next one. Regardless, if it took a genius to do a job, very few of them would be filled. Having given it more thought since, I know the things I would prevent from occurring.

While nobody I know got the evidence to prove how much the above practice exist if at all, it would certainly rule out any loophole speculations if the system was improved.

Not only by counting the returned ballots by a 3 men committee, but likewise they should make sure they went out in the first place - which I been saying for the last 3 years. It would eliminate even the shadow of the doubt in anybody's mind, regardless of any other far fetched theories that festers in a security vacuum.

The PRESIDENT, who's powers are more limited than Board Members'; since he can only break a tie in a stalemate decision made by the Board, should not be so helpless that he can't give Bylaw copies out when every member is entitled to it, just as the roster.

The MEMBERS are entitled to know the tally of the club every month; have new ones listed as they come in specially at the Labor Day cut off date, to help starting the acquaintance among those who don't attend meetings.

TREASURER shouldn't have to be one beyond reach; living in another state, whom we can't ask to reveal the above information. Maybe it will be the new Membership Chairman's job from now on, but the treasurer should still furnish us with a quarterly report.

I know it's hard to sell skiing in midsummer, or cycling in winter. That excuse will no longer hold water, since the renewal date has been extended to coincide with spring. Anybody needs more leniency just doesn't want to pay up. Which is ironic considering how many people spend more on cigarettes over the period of less than a year, that is down right bad for them.

Past SECRETARIES hardly ever put anything in the bulletin to justify their existence, let alone inform the membership of the course of events shaped by Board decisions. This sound really less political than keeping it from the membership, specially if they wouldn't approve of it if they only knew. And if noone has anything to hide, why not? Bill Hoffman's recent L.A.W. bulletin accounts is a good format to follow.

MEMBERSHIP MEETINGS are regularly attended by 30-50 people, and on special occasions some more. We also welcome guests, speakers and visitors alike. In view of the closing time requirements from the proprietor, we have to limit "business discussions" in order to have something left for other interests. So interaction among riders to some extent is limited, and more so between different classes who go on different rides. For instance I may be 30 miles out of town before "C" riders begin to ride, who will be done with their ride before I have returned home. If we didn't run into each other at these meetings, we may never become acquainted. It's ironic, since I have many friends who don't even ride a bike... I guess spending time on one hobby, limits it on an other.

continued on page 16

My biggest concern over the MANAGEMENT efficiency of our club is to get stuck with a Board of inexperienced people, who could screw up more things in one year than it takes ten following to correct. It's no coincidence that Senators or Congressmen are not all elected at the same time. Their tenure overlaps elections to minimize such drawbacks. Since problems precede solutions that always seem to be arrears, and each administration inherits a bagful to start with - it helps to find some incumbents to stay on first. It will be his interest to keep others from leaving behind too many unsolved issues in the first place, which will make it also easier on the incoming "fresh blood" that prevents the organization from a hardening of too conservative arteries. A balanced Board is the healthiest we can hope for.

The biggest mistake a candidate could make is presume he can start at the top without apprenticeship on the board. I had seen a few would be presidents expecting the club to hand over the title to them on a silver platter, which they would graciously accept if they can choose also who else they prefer to work with on the board, regardless of the voters' choice. Or kick them out for sake of cronyism's, by creating some vacancies in a feeble attempt to justify a semblance of such needs.

Some went through the club as fast as if it was just an out-house. Drop in one year, get on the ballot, loose at the election, and drop out again. Just goes to show you how concerned they were about the club....

LEADERSHIP ability indicated by one's willingness to work with others, and not be afraid of problems. But when the 2-3 years backlog of problems out run solutions, it's a dead give-away of an inefficient administration to convince it's constituents of it's own policies. Just as board resignations reflect on the competence of it's chief executive.

Also one can't ignore the rate of expectable progress, with growth rate in general. I knew I was years ahead the crowd with my Double Centuries started in 1974, but I was able to take consolation in the fact; some of the things we enjoy today that put our living standard above some king's of yore, is due to many inventions of genius by today's standard who were considered crackpots by their contemporaries. You can stay ahead of the crowd, but don't you go into far out orbit to become a satellite. You can not be of much use losing ground contact, specially if no one could follow your act let alone help.

By the otherside of the same token, management EFFICIENCY experts tell us that leadership functions best at an average 7:1 ratio. A president of a 10 or more member board call for better than average talent. With a Membership Chairman of 11 member board, 77 ride leaders can be made use of. I already handled 70 just two years ago as V.P.-Rides then.

77 Ride Leaders should be able to handle 539 in turn. So the club can double and more than triple with everyone included to be of 650 members. It also explains why they asking for more leaders on a big turn out event like the Five Boro Rally for 7000 participants. We will have no problem over a surplus in leadership.

Going after some more members should be our next primary task! Keep our experienced riders busy with something interesting as well as challenging before they go stale from lack of activities.

In terms of the present Bylaws, MEMBERS AT LARGE serve little purpose if any that was ever defined or even justified. As one myself last year, I tried to break that mold by setting an example just as promised on the platform running for it before hand, by providing the 1979 Ride Previews, Ride Results (current), Quarterlies and the Annual. This took some load off my successors shoulder who replaced me as former V.P.-Rides. As a trend of mine I left that job in better shape then I took it on priorly. For years I was asking for an assistant to no avail, and I suspect the root of it was jealousy. They were afraid to give me that much power, power I never needed or wanted. Anyway my successor had 3 assistant called Ride Co-ordinators, but they were not entitled to sit on Board Meetings let alone have a voice in

continued on page 18

JOINT RIDES, PART 11																					
ABRAMSON	KEN	A+	****	3	680	50	8910	1	25	6	150	3	120	93	3160	2	655	44	8750	-	1
BAUMAN	STEVE	A+	****	12	1506	7367	283215	3	71	7047	252880	12	242	143	3672	6	1315	227	27175	-	2
BEHENSKI	MARION	B	TRAINER	12	242	143	3672	12	242	143	3672	2	20	20	230	1	115	100	11500	-	1
BOCK	DOLORES	C	TRAINER	2	25	20	230	2	20	20	230	1	115	100	11500	1	115	100	11500	-	1
BOLLAG	FRANCIS	A	**	1	115	100	11500	5	119	64	1488	1	45	3	75	1	115	100	11500	-	1
COHEN	SHERMAN	B	TRAINER	6	164	67	1563	5	119	64	1488	1	45	3	75	1	115	100	11500	-	1
FARRENT	ELLEN	B	*	1	65	40	2600	1	25	15	375	1	65	40	2600	1	115	100	11500	-	1
GERBER	MIKE	B	TRAINER	1	25	15	375	1	25	15	375	1	65	40	2600	1	115	100	11500	-	1
GEWIRTZ	LOLAINE	B	TRAINER	7	179	125	3274	7	179	125	3274	1	45	3	75	1	115	100	11500	-	1
KORN	BERTHA	C	TRAINER	1	20	11	298	1	20	11	298	1	45	3	75	1	115	100	11500	-	1
KRYZNOWEK	GARY	A+	**	3	240	4	285	1	25	10	250	1	45	3	75	1	115	100	11500	-	1
LOEB	ANN	C	TRAINER	1	15	12	200	1	15	12	200	1	45	3	75	1	115	100	11500	-	1
LUBASZKA	JOHN	A+	**	8	506	132	7654	4	81	76	1794	1	45	3	75	1	115	100	11500	-	1
RAMOS	MARTHA	A	TRAINER	1	45	3	75	1	25	10	250	1	45	3	75	1	115	100	11500	-	1
REX	JIM	A+	****	1	405	12	3500	1	25	10	250	1	45	3	75	1	115	100	11500	-	1
RUTTEN	HARRY	A	*	2	105	33	1745	1	25	10	250	1	45	3	75	1	115	100	11500	-	1
SCHWARTZ	BILL	A+	TRAINER	1	25	10	250	1	25	10	250	1	45	3	75	1	115	100	11500	-	1
VEDER	DAVE	A+	**	6	345	156	8160	1	25	10	250	1	45	3	75	1	115	100	11500	-	1
WEISMAN	IRV	B	TRAINER	2	60	91	3040	1	25	10	250	1	45	3	75	1	115	100	11500	-	1
TOTALS				71	4767	8391	340546	38	827	7529	261611	14	580	365	14020	19	3360	497	61915	5	
WITHOUT OVERLAP				51	3565	7936	312040	24	500	7229	256410	13	535	362	13945	14	2530	345	41685	12	
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decission making. Anybody else before the riders' concern was passed off as more important. Hogwash as I called it. So no wonder the four of them could not do better than I used to alone in that role. They still had only one voice and my support. The irony of it as it still stands, Members at Large even now aren't expected to do anything to earn their laurels besides being entitled to sit on it. A set up like this is just sheer crazy, and it's been going on for years. Originally they were called upon to do road markings with traffic yellow paint, brush, Dan Henry arrows and such. Even I blew 4-5 Sundays just doing that. But when the Manhattan membership became the majority of our club, the practice fell off and we got ourself a surplus of Officers.

As I see it; we have 3 people with nothing specially important things to attend to on the one hand, while the V.P.-Rides need 3 assistants on the other. Swap titles and you got 3 people on the board who fulfill a need and get the appropriate recognition, and those who do not won't miss a thing. Give the job of Ride Co-ordination to the Members at Large, two birds with one stone.

If you want to hang on to all your birds that's fine too. Elevate the Ride Co-ordinators to equal rights, and give something to feed the rest of your birds too. One can take over the ride statistics just as I did last year. Press me and I think of more.... to be continued.



NEW YORK CYCLE CLUB  
BOARD OF DIRECTORS MEETING  
November 13, 1979

Present:	Bill Cooper	Chris Mailing
	Lorraine Gewirtz	Charlotte Hildebrandt
	Ed Flowers	Gary Krzynowek
	Leona Hollander	

Absent:	Mel Shleifer	Jim Rex
	Bill Knight	

1.) Mel Shleifer objected (by phone) to item number 5 in the minutes of the September 12 Board meeting, in that he did not "tell his successor what to do". Chris Mailing agreed to amend the minutes of permanent record to reflect the request.

2.) Bill Cooper presented the Tshirt transfers, ready for purchase. White lettering with red trim was not feasible, so blue with red trim was purchased instead.

Board members agreed to wear the new transfer to the General Membership Meeting on the 20th.

3.) The program at the November General Membership Meeting will feature Francis Bolag speaking on wheel building.

4.) Bill Cooper announced that he will order letterhead, now that the logo original is back from the transfer printers.

5.) The next Board of Directors Meeting will include all old and new Board members.

It was also suggested that everyone review the past year's performance and discuss the challenges for 1980 in each office. Lorraine suggested that everyone should discuss the timely production of the bulletin, also, as this has been a recurring problem this year.

6.) Lorraine made a motion that all Rides Committee members who are not otherwise on the Board be invited to Board meetings. The motion was passed 7-0-0.

7.) Ed Flowers introduced a motion that the Vice President of Rides be empowered to publish and distribute rides and Club information for the purpose of stimulating rides participation, which was also passed, 4-0-0.

8.) A proposal made by Chris Mailing to publicize "A" level training rides by funding mimeographing and distribution of ride write ups (over and above the usual listings in the Club bulletin and other clubs' newsletters) was tabled until the January Board meeting by general consensus.

9.) Lorraine Gewirtz is soliciting volunteers for participation in a "glass sweep up" campaign being organized by Marian Labensky of the A.M.C. Lorraine will announce the project at the General Meeting. Call Marian at 242-7688 for further information.



DECEMBER 11, 1979 BOARD OF DIRECTORS MEETING  
SUMMARY OF MINUTES (UNAPPROVED)

- 1.) The Board is still soliciting suggestions for an alternate dinner/meeting place. A search committee will be formed at the December General Membership Meeting.
- 2.) Diana Bingham (running unopposed for Circulation Director) will be investigating mechanical means of addressing bulletins, such as the purchase of an addressograph machine.
- 3.) Irv Weisman (running unopposed for Vice President of Rides) is soliciting names of potential 1980 rides leaders. He is also planning a survey of the membership for their ideas regarding rides.
- 4.) The Board discussed running an L.A.W. invitational ride in 1980. Bill Cooper and Irv Weisman will investigate details and ask for ideas from the membership.
- 5.) Various means of developing membership in the Club were discussed. The Board is trying to generate ideas for the Membership Chairman, if the Bylaws are amended accordingly.
- 6.) The Board voted unanimously to give Bob Herzfelder lifetime membership in the Club in recognition for his devoted service to the N.Y.C.C.
- 7.) The Regional Vice President of the L.A.W. will receive a copy of the Club bulletin free of charge every month, in order to keep the L.A.W. properly informed of our activities. Bill Hoffman is presently the Regional V.P. of the L.A.W.
- 8.) The Board agreed that any member in good standing can place classified advertising (maximum of three lines) in the bulletin without charge.
- 9.) Lorraine Gewirtz will investigate the renting of a P.O. Box for Club mail at the Grand Central Station, located at Lexington and 45th St.
- 10.) The next Board meeting will be on Thursday, January 10, 1980.

N.Y.C.C. ANNOUNCES NEW ADVERTISING POLICY

NEW YORK, Dec.11 - The New York Cycle Club's Board of Directors passed an important policy motion today, effectively eliminating all costs of classified advertising in the Club's monthly bulletin for N.Y.C.C. members in good standing.

An official of one of the country's top advertising concerns was quoted as saying that "this gives the New York Cycle Club's Bulletin a cost per thousand figure that is hard to beat." He added that he may be recommending membership in the Club to his clients trying to sell such items as bicycles and other cycling related merchandise. He did comment that the limit of three typewritten lines might pose a challenge for his art and graphics departments, but "that's what I pay them for".

A spokesman for the Club was quick to point out that three lines is all that is necessary for most classified advertising applications, and that any typeface can be used. Camera ready ad copy must be received by the Club's Bulletin Editor on or before the General Membership Meeting date prior to publication (General Membership Meetings are held on the third Tuesday of each month).

The Board is expected to reach a decision on a new policy for commercial advertising within the next few months. Commercial advertising has heretofore been unregulated in the Club's bulletin, and extensive lobbying by various industry groups is anticipated, as the Board is reportedly open to suggestions.

### ANOTHER RIDE THAT WASN'T

Just noticed that under RIDE RESULTS for October 21, BICYCLE HALL OF FAME, was "No Report"...realized that I had conveniently forgotten to report, probably because the experience was somewhat frustrating (Ah, Freud!).

John accompanied me to the ferry, and there we found a Youth Hostel group who were not terribly youthful and somewhat host-ile when we suggested going to the Hall of Fame...apparently it was the day to test a new ride leader for leadership, outsiders not welcome. No one else there from the NYCC...Well, we decided to see if there were people to meet us on the other side of the water, and embarked.

No one around to meet us on the other side of the ferry.

Left to our own devices, we decided to see the beginning of the NY Marathon, and zipped over to the Verrazano Bridge. Five minutes too late for that, but managed to catch the beginning of a metric century with the Staten Island Bicycle Club, which was younger and friendlier. Went with them a ways, then split off to go to the Restoration.

Everything was closed off, so that you had to pass a token booth to enter... and the tokens were \$1.50 that day. We asked about the ceremony at the Bicycle Hall of Fame, and were informed that Roland Geist and all were not there, had never been there, and this very same thing had happened last year! And the year before!

Went in anyway, and finally saw a friendly NYCC face--Tony Moreno, there with family, but without bikes! Our appetite excellent (nothing new there) so ate our way around the exhibits. Nothing new at the Bicycle Museum either; had hoped to see the 15-foot diameter wheel they have; were told the exhibit was going to be changed; but it seems I have heard that one before.

Suggest this ride not be listed again, as the celebration is non-existent. But you can add 15 miles to the club tally.

Vera Kraus

It occurs to me this might have happened because Bulletin Editors change...?

As reply to your question Vera, I seen none coming from my predecessor when she forwarded your article by mail to me. As former Rides Chairman it used to be bad enough for me to huddle up commitments for rides in advance from leaders. And some of them couldn't deliver when the time came, so I had to tabulate the results To weed out results from promises. Also doubled my workload and my phone bills. This item took me 2 weeks to track down, and your showing up makes you the leader for the ride. It missed the Quarterly Ride report deadline, but is included in the annual figures. See page 8 with your name on it. A change in editors have no bearing on it. Editors can't be responsible for some one else's broken promises anymore than you or the next person.

yours truly Jim Rex



Photo by Kathy Olen

#### ON A BICYCLE BUILT FOR TWO

On our summer outing to Sea Cliff, Long Island last August, one of our members, Jay Hemphill pointed the way to a new kind of mass transit.

Jay likes to ride his tandem, but with a difference. He likes to ride alone. If you ask why, he'll shrug and say, "You never know, we might meet some hitchhikers..." On this trip, he was right, in spades.

Riding back from Sea Cliff at about 4:00 PM, we were on the service road of the Long Island Expressway when we saw a high-schooler with his thumb out. At first he joked, "Got room?" But when he saw that we did, he was glad not to be cooped up in the long lines on the expressway. John Benfatti and Paul Hilts

serenaded him with a chorus of Daisy. After about two miles, he went on his way, with thanks.

Just one mile later, though, Jay found two girls by the roadside. "Sorry," he said, "there's only room for one."

But it was all right. The second girl was only seeing her friend safely onto the bus. So Jay had his second rider of the day, and we all had to admit he was right about the wisdom of the lone tandemist.

Jay's success with the hitchers gave rise to speculation about a new form of mass transit, the tandem-taxi. (For a possible prototype model, see accompanying photo of the Toga Bike Shop 10-man tandem.) Anybody want to put down a deposit on the first medallion?

(Thanks to Transportation Alternatives for permission to reprint this article.)

CLASSIFIED ADVERTISING

THIS SPACE CAN BE YOURS FREE OF CHARGE. MAXIMUM OF THREE LINES FOR ANY ADVERTISING BY ANY CLUB MEMBER IN GOOD STANDING. SEND YOUR AD COPY TO THE BULLETIN EDITOR BY THE GENERAL MEMBERSHIP MEETING DATE.

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100% wool machine washable and machine dryable cycle-wear and active sports-wear. Best prices in town. Call Jerry Davis 516/536-4889.

Are you interested staying in shape over the winter by indoor roller skating? You are not alone. Call Tony Morano for more details 212/278-7057. He also urges you to donate to the U.S. Cycling Olympic Committee.

Before time renders the season obsolete, I would like to commend Lorraine Gewirtz and Ethel Robertson for their generous gift of themselves at our December meeting in Rinaldo's. Without their contribution, and that of Ed Flowers, to the festivities of the evening, the season's spirit of good will would have suffered immeasurably.

To these three people especially, and the general membership of the New York Cycle Club, I wish you all a Happy SAFE New Year.

Yours truly, Frank Sanchez

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