ANNUAL BUDGET FOR THE 1969 FISCAL YEAR (12/1/68 - 11/30/69)

CYCLING DIVISION	1969 Income	1969 Expenses
Trip Fees	$140.00	
Equipment Rentals	240.00	
Cycle Sales and Purch.	143.00 (8)	$325.00 (5)
Parts and Supplies		132.50
Cycle Club Patches	25.00	120.00
Tread Mill		65.00
Cycle Club Expenses		15.00
TOTALS:	548.00	657.50

CANOEING AND RAFTING DIVISION		
Trip Fees (canoeing)	150.00	
Canoe Rentals	550.00	
Maintenance		20.00
A.W.W.A. Dues		8.50
Garage Rent		48.00
Paddles and Life Pres.		83.00
Trailer		10.00
Boat Show		35.00
Trip Fees (rafting)	45.00	
Raft Rentals	390.00	
Raft Sales and Purch.	20.00	140.00
TOTALS:	1155.00	344.50

HIKING DIVISION		
Trip Fees	190.00	
Equipment Purchases		60.00
Equipment Rental	27.00	
TOTALS:	217.00	60.00

CLIMBING AND CAVING DIVISION		
Trip Fees (climbing)	50.00	
Equipment Rental	12.00	
Rope		32.00
Safety Helmets		30.00
Descending Sets		18.00
Trip Fees (caving)	40.00	
Carbide Lamp Rental	10.00	
TOTALS:	112.00	80.00

WINTER SPORTS DIVISION		
Trip Fees	30.00	
Cross-Country Skiis and Toboggan Purch. and Sales	60.00	100.00
TOTALS:	90.00	100.00

MISCELLANEOUS PUBLICATIONS DIVISION		
Handbooks	10.00	
Canoeable Waters Wall Map	15.00	
Canoeing Guide	100.00	30.00
Hiking Guide	50.00	35.00
Intro. to Pgh. Council		40.00
Forbes Trail Guide	1.00	
Cycling Guide	50.00	35.00
Multilith Machine		600.00
Typewriter Sales	60.00	
Equipment Repairs		30.00

BAKER TRAIL DIVISION	1969 Income	1969 Expenses
Baker Trail Guides	$75.00	$40.00
Maintenance		179.00
Shelter Construction		340.00 (2)
Baker Trail Patches	250.00	100.00
TOTALS:	325.00	659.00

NEWSLETTER OPERATIONS		
Printing		450.00
Mailing		150.00
Advertisements	100.00	50.00
TOTALS:	100.00	650.00

CENTRAL OPERATIONS		
Pass Sales (1% incl in membership)	1800.00	
Banquet Subsidy		80.00
Extended Trip Inc.	100.00	
Telephone		110.00
Donations	10.00	
Trip Credits from National Office	80.00	
President travel and misc. dues		110.00
Charter Fees and Insurance		50.00
Secretarial Expenses		150.00
Program		65.00
Movie Projector-16 mm		300.00
Trip Insurance		220.00
Fire & Theft Insurance		75.00
Eastern Regional V. Pres. Subsidy		20.00
Sales Tax		50.00
Public Relations		75.00
Service		20.00
Historical-Library		20.00
Furnace for Hqts.		200.00
Cabinet for Hqts.		25.00
Hqts. (Incl. $30.00 for cycle shop improv.)		105.00
Miscellaneous		10.00
TOTALS:	1990.00	1495.00

SUMMARY: Income--$4,823.00
Expense- 4,816.00
Net Income-- 7.00

Net Anticipated increase in capital due to operations is $7.00. Anticipated Investment Income(Controlled by Board of Directors;not for use in current operations) as follows:

First Federal S & L	$ 3.00
Mellon 5% Certificates	125.00
Penn Square Mutual Fund	220.00
American Investors	50.00
Total	$398.00

Cycling News

THE 30-SPEED BICYCLE
by Michael Hurwitz

On most bicycle trips in the Pittsburgh area one frequently encounters hills which the average cyclist cannot ride up and which tire even the good cyclist on a 10-speed bicycle. The exhausting climb up hills is not comfortable, enjoyable or efficient.The most efficient way of cycling is to maintain constant rapid rates of pedal rotation and an approximately constant power output. In order to do this in hilly country one must have a very wide range of gear ratios available.

Most 10speed bicycles used in this area have a ratio of gearings of about 2½ to 1. For example, the standard Schwinn 10 speed has a low gear of 38 inches (one rotation of the crank moves the bicycle 38 xxinches) and a high gear of 96. It is difficult to obtain a much wider gear range than this with a derailleur mechanism. To extend the range of gear ratios I decided to use a Sturmey-Archer 3-speed hub in conjunction with a 10-speed derailleur system. This combination gives me 30 different speeds and extends my lowest gear down from 38 to 28 and my highest gear up from 96 to 128, nearly doubling the range.

The modification proved to be a remarkably simple operation. The Sturmey--Archer hub is the same diameter and width as the standard hub used on 27" wheels and it uses the same number of spokes. Thus the Sturmey-Archer hub is spoked to a 27" rim in exactly the same way as a standard Hub. The rim is offset from the center of the hub toward the cluster by the same amount of either hub.

I used a Sturmey-Archer hub with a 6¼" axle and replaced the single gear on it with a 5 gear cluster. I took a 14 to 28 tooth Regina cluster from a Schwinn bicycle and removed the free wheeling mechanism. I press fitted a steel ring inside of the cluster and then pressed this unit onto the four pronged driver of the Sturmey-Archer hub. The steel ring (O.D.1.805 inch,I.D. 1.345 inch,thickness .30 inch) is the only special part I need to make the modification.

The Pittsburgh Bicycle Club will hold its next meeting on TUES., APRIL 15 at 8 pm in the Hostel building.

PROGRAM: CYCLE REPAIR
Fixing flat tires, adjusting the bike for maximum efficiency, adjusting bearing in the head, crank and wheels, and adjusting the derailleur will be discussed.

The modification to 30-speeds was made on a Schwinn Super Sport bicycle and it was tested on several cycle trips last fall.I found that with the new lower gears I could ride up hills with much more comfort and less fatigue. The gears on the Sturmey-Archer hub can be shifted more quickly and easily than the derailleur and I found myself shifting the hub gears more frequently than the derailleur. Also with these gears I can shift while at a stop or while pedaling up a steep hill. The major disadvantages of using the Sturmey-Archer hub are that a couple of poundsare added to the bicycle and there is somewhat more friction in the bearings and gears. In my opinion,the advantages noted far outweight the disadvantages.

I am planning to build a wheel with a 5-speed Sturmey-Archer hub and a cluster with a 33 or 34 tooth low gear to obtain a low speed of 21". I will be happy to supply more details and assistance to any one wishing to use Sturmey-Archer hubs along with derailleur gears.