

# THE CHARLES RIVER WHEELMEN

131 MOUNT AUBURN STREET • CAMBRIDGE, MASSACHUSETTS 02138

March 1972

## CALENDAR

SUNDAY, MARCH 5, 9:00 AM 75-MILE RIDE (Snow/rain date March 12). Meet at the Duck Feeding Area, Rts 30 & 128 for a repeat of rained-out November 7 ride. Complete directions in the February Bulletin - please bring a copy! Leader: Jim Kunkemueller, tel. 785-0567 (Dover)

SUNDAY, MARCH 12, 11:00 AM LEISURE RIDE - Twenty-five miles through Somerville, East Boston and Revere. Meet at Somerville High School, Highland Ave. Ask directions to the High School upon entering Somerville. Al Basso, 666-8571.

THURSDAY, MARCH 16, 7:00 PM (Dinner) 8:00 PM (Meeting). Paul MacDonald will show slides and movies of past CRW rides. An excellent color movie describing a cross-country tour, Wandering Wheels, will be shown. Roundup Steak House, 39 Main St., Waltham, between Watertown and Waltham on Rt. 20.

SUNDAY, MARCH 19, 11:00 AM LEISURE RIDE - Twenty-five miles through Bedford, Concord, Acton, Chelmsford, and Billerica. Meet at the home of Don Blake, 1 Gleason Rd., Bedford. From Rt 128, take Rt 4 and 225. Watch for Rt 62 bearing left. Follow it to the first right, Davis Road. Second right off Davis Road is Gleason St. Leader: Don Blake, tel. 275-7878.

SUNDAY, MARCH 26, 11:00 AM - LEISURE RIDE - Twenty-five miles through Milton, Quincy, Braintree, Randolph and Canton. Meet at the parking lot near the Trailside Museum on Rt 138 in the Blue Hills. Leader: Gene Norton, tel 288-7897.

SUNDAY, APRIL 2, 11:00 AM - LEISURE RIDE - Thirty miles through Canton, Walpole, and Westwood. Two easy short cuts available to cut mileage to 18 miles. Meet at the parking lot of the Norfolk County Trust, Dedham Branch, near the junction of Rts 1 and 128. From Rt 128, take exit for Rt 1, northbound, then the first left at a traffic light. Bank is on your left. Leader: Dave Bailey, tel 868-3529.

## THE LAZY CYCLIST

... A forum on efficiency in cycling  
by Dave Bailey

This month many of us will be getting our bicycles ready for the new season; now is a good time to think about saving weight.

The obvious advantage of light weight is in climbing hills, but there are others. A light machine handles better and therefore is safer. For example, on a series of

bad bumps a heavy bike will leap from one bump to the next, landing hard each time and risking damage to its tires and rims. And, of course, while the wheels are off the ground the rider has no control over the bike.

The lighter bike will track the bumps better, especially if the rider takes his weight off the saddle and keeps his elbows and knees bent. In this position his arms and legs act as springs, forcing the wheels to stay in contact with the road. In the same way, the small springs in a stereo cartridge force the extremely light needle to follow the ups and downs of the stereo groove.

A heavily loaded bicycle may be expected to show wear sooner on items like tires, wheel bearings, and brake blocks.

Some cyclists attach great importance to the weights of bicycles listed in catalogs. This is fine for those with unlimited money, but the rest of us should remember that it costs about \$100 extra to save 5 pounds in this way. Now it is true that the place where the largest savings are possible is the heaviest component of your cycling rig - but that is not the frame of the bike. It is the frame of the rider.

Most of us, including many who are in good physical condition or even underweight, are carrying at least 5 pounds of surplus fat. So if you are presently riding a 27 pound bike and would like to trade it for one 5 pounds lighter, all you need do is cycle enough to burn off the 5 pounds of fat. If you are presently underweight, you may gain weight during this process, but don't worry - the added weight should be mainly useful muscle.

It is also possible to convert a light bike into a heavy one:

Buy a light (and expensive) bicycle	22 lbs.
Now add junk bags front and rear	3 lbs.
Junk, to put into the bags	1 lb.
Kickstand	1 lb.
Speedometer	<u>1 lb.</u>
Now you have a heavy (and expensive bicycle)	28 lbs.

Notice that the bags are still practically empty. They could easily hold 10 more pounds of junk, giving you a 38 pound bike!

If you wear a wristwatch and if you can read mile markers and do long division, you don't need a speedometer. It won't show your average speed, anyway. Kickstands are useless, unless you insist on leaving your bike standing by itself, unlocked. And you certainly don't want to do that.

I and many other cyclists go one step further -- we don't leave our bikes locked or unlocked. This policy eliminates the need for a heavy chain and lock. Carrying the bike indoors, upstairs, etc. is a minor nuisance, but you get used to it. If your friends object, that's just too bad. Love me, love my bike, as somebody once said.

If you commute and are forbidden to bring your bike inside, get a BIG chain - the kind with links as thick as your finger - and a lock to match. Leave the chain there each evening, locked around your hitching post. Thieves have been known to cut through the post and take the bike, so make sure that is strong, too.

Unless you have a heavy load of gear, a knapsack is superior to a bike bag. A handlebar bag is a safety hazard. When full, it slows your steering severely. Even empty, that big piece of canvas fastened to your steering mechanism can put up quite a fight when the wind is gusty. The small bags are free from these problems, but they don't hold much. Rear bags are better, but make sure yours closes completely and securely. If something falls out, you probably won't notice until many miles later.

I think the knapsack is really the best solution. Except in the very large sizes, most knapsacks are lighter than equivalent bike bags. There are reasonable-sized ones that weigh much less than a pound. And a knapsack weighs nothing at all when you leave it at home. One caution: Wear the shoulder straps much looser for cycling than for hiking.

The main considerations in selecting lightweight food are dryness and packaging efficiency. Some of the freeze-dried foods that mountain climbers carry are pretty good in these respects. But even the lightest of them still weigh more than the money that will purchase them. A dollar's worth of coins for vending machines weigh less than an ounce, and paper money is even lighter. So it makes little sense to buy food in advance, unless you expect that none of the roadside coffee stops and gas stations will be open.

When you drag your bike up from the basement this spring, take a good hard look at each item in turn. You may find something that you use only on certain rides or not at all. If so, remove it.

Send items for this column to me at 381 Western Ave., Cambridge 02139, or phone 868-3529.

## HEMISTOUR

... by Dan Burden (317 Beverly, Missoula, Mont. 59801)

Greg Siple (Son of TOSRV) and I first discussed touring the entire Western Hemisphere 5 years ago. We wanted to promote bicycle touring on a continental and inter-continental basis by pioneering and publishing experiences of an extended transcontinental tour. Greg is an illustrator and I am a photographer, so we felt that together we could best promote bicycling by publishing magazine articles and a book from our experiences.

We have come a long way since then. We are married now. Our wives have bicycled as much, if not more than ourselves, and together we plan to undertake the ride beginning May 22nd. We will begin HEMISTOUR in Haines, Alaska traveling north through McKinley National Park and Fairbanks, then on up to Circle, where

we will go by plane to Eagle, and continue through Alaska to the Yukon border. From the border we will begin our southern travel through back roads as far as Watson Lake, British Columbia, and then on down the ALCAN HIGHWAY, through B. C. and Alberta to Missoula, Montana.

We will take a two week break in Missoula to reorganize, adjust equipment and make final arrangement for the remaining years of travel. We will travel through Idaho, Oregon, and Washington, south through California, east through Nevada and Utah, and south through Arizona to Mexico. We will head down Rt. 15 in Mexico, across to Mexico City, and east to the tip of the Yucatan Peninsula, then into the interior of Guatemala and south through Central America and South America (west coast) to Tierra del Fuego. We will continue on up the eastern coast of South America, crossing the interior Amazon Valley, and north to the shore of Venezuela. We are leaving open the possibility of travel through the Caribbean, and up the east coast to Nova Scotia.

We will be living out of very lightweight tents (3 lbs. for 2-man). In Alaska we will depend on equipment/food drops either mailed or distributed by truck to planned crossroads. In other regions we will also use equipment drops but very infrequently, and only for parts and supplies not obtainable locally. In general, our eating habits on a 20,000 mile tour will closely run with the local foods. In Mexico, for example, we will eat corn and bean nuts, and spend many hours a day with cooking the afternoon or evening meal.

We will be covering the entire ride extensively with 35 mm color and B&W film, and 16 mm color motion picture film. Peter and Pieternel Ferhijm will be our film makers, from Holland. Greg received a trans-Atlantic call announcing that government support will allow Peter and his wife to join us for the Alaska/Yukon section. The film will later be released to TV, used in our travel lecture series, and made available through the Bicycle Institute of America film library.

We are seeking further support, and encourage written suggestions on touring ideas and places to stay. Though not an "open" tour, we are encouraging limited participation by qualified cyclists. We plan to publish, organize a lecture series, and encourage similar tours by others.

### CROSS-COUNTRY BICYCLE TRIP

... by Keith French

Last summer I joined 5 others (more or less, since the group varied) on a bicycle trip across the United States. The group consisted of 3 girls (Dottie Klie, Barbara Adams, Isabelle Carlhian) and 3 guys (Jeff Davis, Peter Kennedy, and myself) ranging in age from 16 to 28. We got together through want ads placed by Jeff in both the CRW and Appalachian Mountain Club bulletins in the spring of 1971. Our ride took us from Astoria, Oregon to Boston in 10 weeks - more about the trip itself in the April CRW bulletin.

We used relatively inexpensive 10-speed touring bikes with 27 x 1 1/4" clincher tires - 2 Dawes Galaxies, 2 Peugeot UO-8's, a Gitane Grand Sport, and my own Raleigh Grand Prix which I bought in Berkeley, Calif. only 2 weeks before we left. A word to the wise: don't wait till the last minute - it won't allow time to pick the right bike and break it in properly. While I had enough foresight to bring along my own well-worn Brooks saddle from my other bike, I never realized that a new bike could be such a pain otherwise: the rear hub was much too tight, the bottom bracket assembly was much too loose, several chain links were stiff, and generally everything was in an atrocious state of adjustment. I was already 2 days along on the trip before I managed to get the bike in really rideable condition. By then I had discovered that the original tires on the bike - i.e., a cheap brand of Pirellis - weren't going to hold up much longer; fortunately I had spares available (we found the French-made Michelin tires hold up the best, although the trip was half over by the time we reached that conclusion). Later on the trip I began breaking spokes (as I had feared I might when I bought the bike, since the rear wheel was not sturdily constructed - I simply couldn't get it replaced in time). The spokes broke consistently on the freewheel side which made replacing them a real pain. When I reached Madison, Wisc. (8 broken spokes later) I rebuilt the entire wheel using fairly heavy gauge double butted spokes crossed 4 times - no problems after that. I can only recommend that you have a specially built/rear wheel for long distance touring purposes.

Only Jeff and I knew anything about repairing bicycles when the trip started and thus we carried most of the tools. In order to stay behind the other bikes in case they needed repairs, we usually left camp last, which suited my later sleeping habits very well. From our experience, the tools I would consider necessary on a long distance tour are: a tire repair kit, with tire irons, (if using clinchers) and air pump - these items should be carried by each person; a spoke wrench; a freewheel remover; for replacing spokes on the freewheel side of the rear wheel (any service station has a long wrench to grip this tool, but such a wrench is much too heavy to take with you); a chain rivet remover (our group suffered 2 broken chains); a small screwdriver (for derailleurs adjustments); a 6" crescent wrench (useful for just about anything): plus a selected few (not all!) Mafac wrenches. I also carried some small tweezers for handling ball bearings which I used on 2 or 3 occasions. Oh yes, a can of oil and tube of grease are indispensable.

If your bike is properly assembled to begin with, you should have little trouble with parts falling off, nuts and bolts coming loose, etc. (although it doesn't hurt to carry a few spare parts). However, the following items should definitely be carried (by each person): a good quality spare tube; a good quality spare tire (which can be 'folded' so it's only 1/4 as bulky); 4 or 5 heavy gauge spokes for the rear wheel of the correct size (measure them yourself!); several chain links; a spare hose for the pump; a spare valve core; 2 spare brake blocks; a spare rear brake cable and a spare rear derailleur cable; (you must be certain that these fit your bike.

The group as a whole can certainly use a spare rear derailleur (Jeff's broke at the very end of the trip). The reason it is so important to bring spare parts is simply that most of the U.S. is a bicycle wasteland - in fact, except for the major metropolitan areas, you can pretty well forget buying any halfway decent equipment. There are places where people have never even heard of 10-speed bikes! A few smaller cities stand out, however, for their bicycling activities: notably Madison, Wisc., (Home of the University of Wisconsin) and Missoula, Mont. (home of the University of Montana).

Our gearing varied slightly, but generally was in the 30 to 110 inch range. Although the climbs are long in the West, the roads are generally very well graded (maximum 7% slope) and lower gears are not necessary. My own high gear was only 92 which I found perfectly adequate on all but a couple of occasions, like when we had a very strong tailwind. However I have a fairly high cadence. Also I seldom pedaled down steep grades for fear that the bike would go out of control if I went too fast (what with the extra weight).

The weight, of course, is best not concentrated on any one portion of the frame (which tends to make for unstable riding). I distributed the weight on front and rear carriers and attached 2 water bottles to the frame (even 2 occasionally proved inadequate over long hot desolate stretches in Montana). On the front carrier I attached a T.A. handlebar bag which I filled with frequently used compact items like camera, extra film, toilet articles, certain tools, eating utensils, maps, etc. I think the T.A. bag is superior to the Gerry handlebar bag because it is easier to get into and it has more conveniently shaped compartments. Either bag however needs some sort of carrier for support or it tends to bounce around a lot and hang very low. The front carrier I used clamped onto the vertical part of the stem.

Incidentally, unless you're a real camera freak and want to come back with a great slide show, I don't recommend the use of elaborate picture taking equipment. The slightly better pictures that you get from a good Japanese or German camera simply aren't worth the extra sweat of lugging such a heavy camera around on a bicycle. Several of us had cameras, but only Jeff (who carried an extra 2 or 3 lenses) came back with pictures that couldn't have been taken with a cheap Instamatic.

On my rear carrier I attached a pair a cheap narrow Brooks pannier bags - the ones with a plaid design! These worked quite well - I was able to stuff all my clothes (which included several changes of underwear, socks and T-shirts, long pants, sweater, 1 breathable and 1 non-breathable waterproof parka), some tools, dishes, sometimes food, and several miscellaneous items in those bags. One disadvantage is that they are very difficult to put on and take off the carrier (so I just left them on). Also they are not quite waterproof. Others in the group used the Gerry bags and AYH bags. The former are good in that the bright red color stands out from a distance, also in that they are waterproof; but their large size tends to encourage one to take more than is really needed. The AYH bags are good but rather heavy.

On top of the carrier I strapped my sleeping bag (lightweight down) and tent, the 2 bulkiest items. The tent was a 2-man "Katahdin" design (manufactured by the Eureka Tent Co.), which was reasonably lightweight (4½ lbs.) and roomy, and included a waterproof fly over a breathable ceiling, a waterproof floor, and mosquito netting. We also used a Gerry 2-man tent which is somewhat smaller and more expensive. A third tent which was made entirely of non-breathable fabric proved to be wet inside due to condensation. Tents are not absolutely necessary but certainly help to make camping more comfortable. During June and July we set up our tents almost every night, either because of the cold (especially in the mountains), wind, or mosquitoes (which seem to reach their peak in July), but after that we pretty much left the tents packed away.

Both the Sigg Tourist cook set and the Svea stove that we used were very good; the former was lightweight and compact, yet contained a wide variety of pots and pans; the latter was easy to operate, even in strong winds. Nevertheless, cooking and washing dishes was a real hassle. In the beginning we regularly fixed our own meals, partly because we were more ambitious, also because the campsites were often far from civilization (and thus restaurants); but after awhile we ate almost entirely in local cafes.

My rear carrier was of the standard aluminum variety, but I took extra care to secure it to the seat stays so it wouldn't slip down (a real problem!). One final item to add weight to my load was plastic fenders, which were perhaps unnecessary since it rained only 3 or 4 days all summer (but fenders are certainly nice to have when it does rain). The overall weight of each person's gear (some of it shared, like the tents and cooking apparatus) varied from 30 to 45 lbs.

(to be concluded next month)

## PRODUCT REPORTS

... by Henry I Soron

### 1. Cyclometers

During the Century Run of 25, 26 September 1971, there was some question of the mileage covered. Bruce Bailey and I, with a 3 mile detour, covered 95.4 miles as measured by my cyclometer. Was my cyclometer wrong? Yes. It read high - about 1%. Someone said to me just after the Saturday ride that his cyclometer read 92 or 93. I believe the Run was measured by car. The error is large. Even 99 miles does not make a Century Run.

So it was with great interest that I observed mileage markers on highways a few months ago. These are placed at 0.1 mile intervals and would seem to indicate some care in their placement. I set out to calibrate my cyclometers. Measuring with one would check all types that I have used, because I keep accurate records of all my rides. I did check three types on the road anyway. A problem arose, because different highways join, and I found new numbering. My first check was on Rt 119 out of Littleton Common. My second was on Rt 2A from Acton to Littleton. The Rt 2A markers were not finished and end at 77.3 in Acton.

The calibrations from these two roads are different. I am not kidding. My measurement was accurate to 1/100 mile. I used the mileage to the 77.3 marker on 2A in Acton as a checkpoint each day. This would check possible variations as from different tire pressures. Each check was right on. Which road mileage is correct? To check this I rode Rt 27 off Rt 2A. This route differs from the other two.

To minimize variations in measuring technique I proceeded as follows: mileage from home to the 77.3 on Rt 2A. I read the cyclometer to 1/100 mile and this has been consistent to 1/100 mile. I proceeded to measure or I rode to the other road and started measuring from a marker that was not near a driveway or

obstruction. I rode the 5 to 7 miles, stopped, read the cyclometer, carried my bike across the road and measured going back. When the bike was not measuring, it was being carried. I called this problem to Action Line in the Herald. Look for the answer.

This still left the cyclometer to be calibrated. With my UO-8 and 90 pounds in the tires I measured the rolling circumference of the front wheel with a 50 foot tape measure on a smooth floor with me on the bike in normal manner. I rode exactly three turns of the wheel. I found that there are exactly 750 revolutions of the front wheel for one mile. I checked the cyclometer with 7500 revolutions, that is, ten miles. Here are the results for three different cyclometers with tubular tires and clincher tires. The tubular-tired wheel is a bit smaller than the clincher-tired wheel. The numbers given are correction factors. If a cyclometer reads high, divide the factor into your mileage to get true mileage. If the cyclometer reads low, multiply the factor by the measured mileage to get true mileage. 27" wheels only. Elvezia tubular tires, Dunlop Road Racing High Pressure clincher tires, both 90 lbs.

<u>Cyclometer</u>	<u>Wheel</u>	<u>Factor</u>	<u>High or Low</u>
("R" Matex .01 27")	Clincher	1.039	reads high
(6 point star )	Tubular	1.062	reads high
(Lucas 27" 5 point )	Clincher	1.013	reads low
(star )	Tubular	1.01	reads high
(Matex 26" 5 point )	Clincher	1.072	reads low
(star )	Tubular	1.049	reads low

The Matex 26" (here used on 27" wheels) is easy to read to 1/100 mile although it is marked 1/10 mile. The Lucas, also marked 1/10 mile, is not quite as easily read to 1/100 mile. Visibility of the numbers is sometimes a problem. The "R" or Matex (available under either brand) .01 is marked in 1/100 mile but cannot be read any finer. The right hand wheel does not advance uniformly. Reading can be a chore, because the numerals do not always stay centered in the window. To use these factors, let's say I ride an indicated 100 miles on my tubular-tired bike. This reads high 1.01. Divide the mileage by the factor:  $100 \text{ miles} / 1.01 = 99.1$  miles. The "R" Matex reads to 1/100 mile without interpolation. There is one type resettable to zero and totals to 1000 miles. There is another non-resettable type. Both use a six point star to drive the counter wheels. Herein lies the problem. The striker must be mounted very close to the axle, because the six point star requires a striker mounted with an arc of shorter radius. If the striker is mounted high, two star points will occasionally move instead of just one. This gives readings that will vary even though a constant route is being travelled. For a wheel with a large flange hub, a 6-40 nylon screw is screwed into a hole of the outer flange which was drilled and tapped for 6-40. For a small flange hub mount the striker right near the flange.

The nylon screw into a large flange hub gives a fairly quiet cyclometer. There is no way to get a quiet cyclometer with a small flange hub which makes necessary that the striker be mounted on a spoke or spokes. I have tried many ways without success. A wheel with an aluminum alloy rim gives a quieter cyclometer than one

with a steel rim. The plastic star on the Matex also reduces noise.

How do the roads compare? True mileage for Rt 2A is 2.4% lower, for Rt. 119 it is 0.6% higher, and for Rt 27 it is 2.1% higher. Note how different Rt2A is from Rt 27.

## 2. WARMPOWER

4 oz spray can \$1.49. Giant Store, Rt 3, Woburn.

This is a spray to be sprayed onto toes and fingers and is reported to keep them warm. I tried it. It seems to work. The day was 5 February 1972, 20° F. Winds gusting to 40 mph. This gives a chill factor of -21° F. Riding into the wind lowers the chill factor still more.

I was out for a three hour ride checking mileage and rode about 38 miles. I sprayed my toes with two coats and fingers with one. My right thumb always gets cold. On my feet I wore two pair thermal wool socks, nylon, Dacron filled booties, plastic bags, after ski shoes, pile lined. On the ride out into the wind my toes chilled a bit, but I was not uncomfortable. On the way back the toes warmed up. (This has never happened before.) As I neared home they chilled a bit again. The nylon, Dacron filled bootie was completely saturated with perspiration, but the socks were dry.

The next day I left off the plastic bags, and my toes got cold. There was much less wind. My right thumb stayed fairly comfortable. I wore heavy, pile-lined ski mittens over silk gloves. The use of the spray seems to help, but requires thorough insulation.

## A MASSACHUSETTS BICYCLE TRAIL SYSTEM!

(only if you help)

State Representatives John Ames (R-Easton) and Bob Wetmore (D-Barre) need your help. These two legislators are co-sponsors of a bill which has evolved into legislation with the title of Senate 1018. Basically, the proposed law calls for the State Department of Natural Resources and the State Department of Public Works to come up with a workable plan for a system of bicycle trails throughout Massachusetts. The trails would be located in those areas where the greatest public good would be served. In addition, the Attorney General would be asked to give an opinion as to whether the trails could be financed by the use of the Massachusetts gas tax. (A most significant feature.)

In order to achieve passage of their bill, Ames and Wetmore need the greatest possible support from the bicycling community. At the outset, this can be achieved by each of us writing a letter to our State Senator urging passage of Senate 1018. (The Bicycle Trail Bill.) Only if considerable public pressure is brought to bear (a huge ride to the State House is being planned for the Spring) can we hope to get

Senate 1018 passed and money appropriated for the study and plan. Please do your share and write your letters today!

P.S. Send a copy of your letter to Ames or Wetmore so they can keep track of the support.

### OTHER BICYCLING LEGISLATION

Dr. Paul Dudley White and six state senators have filed a legislative package to encourage bicycle riding in the state and bring bike regulations up to date. The Legislation lists 24 rules for bicycling and asks cyclists have the same rights as automobiles. It would require cyclists to stop for lights, keep in single file except on special paths, give way to pedestrians, and to have an adequate horn, lights, and brakes. Violators would face a \$3 fine and impounding of their bikes for up to 15 days.

CRW BOARD OF DIRECTORS ... With the club increasing rapidly in size, and now incorporated, it was decided at the last meeting to expand the present 3-man Board of Directors to 9. The new board will appoint the President. Full details and a ballot will be included in the April CRW Bulletin. Rod Huck has drafted a tentative constitution to be considered by the new Board.

PUZZLE SOLUTION ... Divide the trip to the Museum into a 5-4 relationship of 9 segments. Norman rides the first 5 segments and walks for 4 of the others (rides 2/9 hr. and walks 5/9 hr.) Dick rides 4 segments in 5/18 hr. and walks 5 segments in 4/9 hr.

BIKE WORLD ... An excellent new magazine, fully illustrated. Dave Bailey has edited two of his popular "Lazy Cyclist" articles for the first issue. \$3/ year (6 issues) - \$5/2 years (12 issues). Write Box 366, Mountain View, Calif. 94040.

"WINGS AND WHEELS" ... Swissair offers these extremely well thought out bike tours of two weeks in Styria, a province of Austria. \$550 includes an inexpensive 10-speed bike, round-trip airfare from NYC to Zurich, all hotels, some meals, and a following bus. Any member of the party may ride at any time in the bus, which also carries spares. Peak season rate is \$610 (May 29 thru Aug 31). The bikes are provided in Europe and are brought home by each member. Rentals are available at \$40 less. See the Feb. L.A.W. BULLETIN for details.

### FOR SALE -

Mint condition custom-built W.B. Hurlow cycle, completely equipped with Campag. equipment (except brakes: Mafac). All fittings brazed on make very neat appearance (no clips). Sloped Cinelli fork crown. Chromed lugs and fork crown. Tubular tires. Blue with white trim. Offers. Dick Bostwick, 332-7745.

FOR SALE (continued)

Stronglite Supercompetition crankset \$45 (new)  
Campag. -Robergel-Mavic wheels \$45 (perfectly trued; used 200 mi. only)  
Same with 8½ -oz new tires \$57  
Bike/ski rack for trunk lid \$15  
Comfortable upright Brooks saddle  
Upright bars, grips, cables, levers  
Alloy bars (Giro de Sicilia) \$3  
Assorted freewheels, 14-21, 14-26, & 14-31 teeth. \$4. Minimal wear.  
Shimano 14-34 freewheel w/ 1." pitch on lower 2 gear \$5. Minimal wear.  
9 ½D Nordica lace downhill ski boots. \$16

John Likins, 738-2241 (days)

6 mos. old 24" Holdsworth all Reynolds "531" straight-gauge tubing, with some  
Campag. equipment. Mafac brakes. Clinchers tires on Fiamme alloy Gold Label  
rims. Color: purple with gold lettering. Perfect condition \$150.

Rod Huck, 266-4011 (after  
6 pm)

MARCH EXPIRATIONS - Edward Corea - Gerald Delaney - John Grande -  
Richard Hazelett - Robert Lindgren - Eugene Norton - James Paddock - Marilyn  
Steele - Codie Wells - Michael Zibit.

CHANGE OF ADDRESS -

Joseph C. Stanewick, Jr. 278 Neponset Valley Pkwy. Hyde Park 02136  
Wayne A. Stewart, PO Box 533, Amsterdam, NY 12010 518-835-2594

NEW MEMBERS -

George A. Carroll	232 River St., Waltham, Ma 02154	899-4469
Richard A. Mazeikus	55 Newman Rd Apt 2, Malden 02148	322-5569
Jacob Rice, M. D.	8 Abbott Rd., Lexington 02173	862-0401
Thomas Jeffery	26 Winnemay St., Natick 01760	653-2368
Mr/Mrs Rudolph Fannon	4 Princeton Rd., Natick 01760	653-5941
David Williams & family	21 Blythedale Rd., Newton	
Donald C. Kelley	22 Oak St., Charlestown	242-4440
David H. Isaac	120 Lowell St., Waltham 02154	891-7649
Randolph Selden	151 Plain Rd., Wayland 01778	358-2158
Rev. T. Ewell Hopkins	72 Higgins Rd., Framingham 01701	877-2231

CRW BULLETIN EDITOR ... The club still needs an editor to begin with the June  
issue. If you like to write and "cut-and-paste" (especially the latter!) please call  
John Likins, 738-2241 (days). (John is joining the Hemistour group).