

THE CHARLES RIVER WHEELMEN

131 MOUNT AUBURN STREET • CAMBRIDGE, MASSACHUSETTS 02138

April 1972

CALENDAR

MEETINGS will be resumed at Roundup Steak House in October.

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

SUNDAY, APRIL 9, 11:00 A.M. - LEISURE RIDE - Twenty miles through Waltham and parks in historic Lexington. (May be ridden with the ride below for a 40-mile intermediate ride.) Meet at duck feeding area, junction of Rts 128 and 30. Leader: Ed Trumbull, 332-8546.

SUNDAY, APRIL 9, 1:30 P.M. - LEISURE RIDE - Twenty miles through Weston, Natick, Wellesley, and Needham. Meet at duck feeding area, junction of Rts 128 and 30. (See ride above) Leader: Ed Trumbull, 332-8546.

SUNDAY, APRIL 16, 1:00-6:00 P.M. - A BIKE HAPPENING! - Cyclorama Bldg., Tremont St., between Berkeley and Clarendon Streets, Boston. A gathering of bicyclists from various organizations. Bicycle displays, repair demonstrations, etc. Riders will converge on the building from the following out-lying points:

- Duck feeding area, junction of Rts 128 and 30. Meet at 11:30 a.m. Leader: Ed Trumbull, 332-8546.
- 131 Mt. Auburn St., Cambridge. Meet at 12:00 noon. Leader: Frank Williams, 864-4493
- Quincy City Hall, Meet at 12:00 noon. Leader: Norm Satterthaite, 773-3068.
- Corner of Oak and Main, Brockton. Meet at 11:00 a.m. Leader: Dick Stengel, 586-5306.
- Dedham Mall. Meet at 12:00 noon. Leaders: Bob and Mary Jane Bohlen, 1-543-4626 (Foxboro).

SUNDAY, APRIL 23, 11:00 A.M. - LEISURE RIDE - Twenty-six miles through Concord, Maynard, Sudbury, and Wayland. Meet at Municipal Parking lot, off Main Street in rear of Middlesex Bank, Concord Center. Leader: Frank Callahan, 369-5962.

SUNDAY, APRIL 30, 11:00 A.M. - LEISURE RIDE - Twenty-five miles through Westwood, Dover, Natick, Sherborn, and Medfield. Meet at the Cumberland Farm Store, Rt 109, Westwood. Leader: Carol Storrs, 326-4504.

SUNDAY, APRIL 30 - BIKE RIDE FOR THE RETARDED - CRW has voted to ride in support of the state-wide fund raising drive of the Massachusetts Association for Retarded Children (MARC). If your community is having a fund-raising ride, please offer your help in any way, but particularly in assisting to make it a safe ride.

SUNDAY, MAY 7, 10:30 A.M. - INTERMEDIATE RIDE - Forty-five miles. Meet directly under the Bourne Bridge on the Cape side of the canal. The ride will follow shore roads to Woods Hole, then past Nobska Light, the town beach, Falmouth Harbor, Falmouth Heights, going as far as Davisville Beach in East Falmouth before turning inland back to the canal. Food stops are plentiful in the Falmouth Ctr. area. The entire route will be marked with arrows in the road. An invitation has been extended to the Narragansett Wheelmen to join us on this ride. Leader: Bob Shave, 583-1739.

SATURDAY, MAY 20 - RIDE FOR GIRL SCOUTS. Al Basso needs volunteers to provide rides for these girls from Somerville to the hostel in Littleton. A truck will carry all bikes. Please help out. Al's tel. 666-8571.

SATURDAY-SUNDAY, MAY 20-21 - LAKE WINNIPESAUKEE RALLY. Join the Granite State Wheelmen for 4 or possibly five different rides in New Hampshire. Write Roger Charest, 30 Ingalls St., Manchester, N.H. 03102.

SATURDAY-SUNDAY, JUNE 24-25 - TOSRV EAST. Join AYH for a Tour of Scenic Rural Vermont 7:30 A.M. in Londonderry, Vt. Mileage: 200 mi. in 2 days. Cost \$13, including two meals and overnight at Waterbury Center Youth Hostel. Reserve with a check for \$13 to Kathryn Knapschaefer, 17 Ledgewood Dr., Bedford 01730. (Checks should be payable to Kay.)

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A SHORT HISTORY OF THE CHARLES RIVER WHEELMEN, by George Bailey

The Renaissance of Boston bicycling in the last third of the 20th Century may well be epitomized by the organization of the Charles River Wheelmen over 5 years ago. Prior to its formation, informal bicycle clubs existed in the area, but they were little known, challenged by the difficulties of the Massachusetts terrain, and constantly buffeted by seemingly never-ending auto traffic. The American Youth Hostel movement of the Thirties developed the teen-age and young adult bicycle tourist, and the Ivy League colleges acquainted many with a simple efficient transportation device for on-campus use, but carry-over into adult cycling was still rare. Then the intrepid Dr. Paul Dudley White coupled his love of the wheel and his distaste for the flabbiness of the American heart muscle and single-handedly began the New England bicycle renaissance of the Fifties. Nevertheless, the period

of the late Twenties through the Thirties and Forties was a dark age for the bicycle. Lone exponents of self-propulsion persevered in these times but the great mass of Americans were bent on two cars in every garage, and generally concurred with a "What's good for General Motors is good for the country" philosophy. The bicycle was designed to be heavy, chrome-laden and soft-sprung and was expected to serve the nation by graduating its rider as quickly as possible to the driver's seat.

The malaise of the period was exemplified by the Boston Bicycle Club, the first club of its kind in the country, which started its activities in 1878, raced and toured until World War I, and then let the automobile take over in the Thirties. The venerable gentlemen of the club, unable to recruit young bloods, took to making their annual "Wheel Around the Hub" by auto.

Then in the late Fifties and Sixties the English three-speed bike found favor with adults and with a lowering of tariffs, prices became so reasonable that no one who tried one could resist the challenge of a pleasure ride. The derailleur and racing or touring machine soon to appear, completed the hardware requirements for a New England cyclist.

The CRW grew directly from the revived "Wheel Around the Hub" which was part of the celebration of the Sharon, Massachusetts Bicentennial in 1965. The original "Wheel" took place in 1879 and terminated in Sharon. A cyclist of 3 or 4 years experience, at the time, I initiated and led the bicentennial affair, after having discovered that Sharon's relationship to cycling was extensive. The Boston Bicycle Club's country clubhouse was located in a Sharon tavern - Cobb's - still standing. The bicentennial trip brought nearly 100 Sharon children and adults out for the 28 mile trip (most made it in five hours or less) but the second trip, promoted informally the next year through AYH, included mostly experienced cyclists, one of whom was Cambridge orthodontist Ralph Galen. Before the evening was up on the second half of the 1966 "Wheel Around the Hub" Ralph had formulated the concept of the new wheelmen's group. The first organized ride was 70 miles from Cambridge to Westboro and back, in October 1966. The riders were Bruce Bailey, Ralph Galen, Al Margeson, Fred Chaffee, Leon Leach, and Eliot and Paula Sommer. (This ride is generally repeated once twice a year.) A few months later, noting the meandering Charles River, still beautiful in many places and the site of the Boston urban area's only bicycle path, (thanks to Dr. Paul Dudley White) a name was adopted by the club. The Charles River Wheelmen. It was only logical that the Wheelmen would soon affiliate with the L. A. W., then rising phoenix-like in the West. The Boston Bicycle Club had hosted the annual meeting of the Wheelmen when several thousand of them descended on Boston in the Nineties. In the 13th edition of the Massachusetts Division Roadbook published by the L.A.W. the motto of the Wheelmen - Join the L. A. W. and Ride on Good Roads - typified its part in creating the Mass. State Highway Commission, (now considered an adversary) demanding sign posts of negligent town officials, and forcing the intra-state railroads to reduce their bicycle transportation fees from an excessive to a nominal amount.

The membership of the Charles River Wheelmen, now over 300, is still increasing and its activities are broadening. It has members whose interests range from casual cycling to racing, from family-tandems to single thousand-mile journeys. The membership also includes a far broader range of interest, background and viewpoint than did its predecessor, the Boston Bicycle Club, with its singularly "Social Register" membership. The present club has held its share of the inevitable cocktail parties, but it has reached out beyond those environs as when Dr. Galen himself brought a group of inner city youngsters along on the 1968 Wheel Around the Hub. The boys found the experience a great success.

Now the Wheelmen look not only to continued cycling activities but to greater political involvement. Efforts will continue to involve larger numbers of bicyclists, and safety programs to eliminate or modify dangerous road fixtures will be encouraged. A bicycle path program and the reservation of sections of public highways in some areas may well be workable-programs which follow the example provided by the Cape Cod National Sea Shore. In many other ways, the Charles River Wheelmen will endeavor to add new dimensions to the goals set by their historic elder pacemakers in the promotion of self-propelled ground transportation.

CROSS-COUNTRY BICYCLE TRIP (Part II), by Keith French.

We took a very scenic route, starting in Astoria, Oregon, on the Pacific Coast, and following along the Columbia River as far as the eastern part of Oregon and Washington. The landscape ranges from lush rain forest to desert, separated by a very narrow transition zone. We experienced continuous 30mph tailwinds for 2 days straight at one point, if you can imagine that. In Idaho we rode up the Clearwater and Lochsa River valleys in the Clearwater National Forest, a gorgeous, densely wooded area which even had natural hot springs. We crossed Lolo Pass (5200 ft) at the Montana border, rode down slightly to Missoula, then up again to the Continental Divide, which we crossed at MacDonald Pass (6325 ft). Fabulous views!

We continued to Helena, capital city, and a genuine old-fashioned Western town. Up one more pass (5900 ft), then onto the hot rolling plains of eastern Montana. Unfortunately there was much truck traffic at times, due to the fact that the Interstate Highway System is not completed in that area. We visited Billings (an oasis in a wasteland) and the site of Custer's Last Stand. We barely touched the NE corner of Wyoming (in fact never "set foot" in that state) enroute to the Black Hills of South Dakota which provided some of the best bicycling of the trip. Then across miles of rolling wheat fields which turned into somewhat flatter corn fields east of the Missouri River, and this continued almost all the way across Minnesota. Cycling in this area, however, was not nearly as boring as I had expected - the farms are handsome and well maintained and the towns are pleasant.

Eastern Minnesota (near the Mississippi) and southern Wisconsin are on a scale

similar to New England, i. e. narrow winding roads in a hilly wooded landscape, and made for great bicycling. This includes the Wisconsin Bikeway, which we took from LaCrosse as far as Madison; from there we went directly east to Milwaukee where we boarded a steamer for the journey across Lake Michigan, crossed the Canadian border into Ontario and returned to the U. S. via Niagra Falls; then straight across New York to Albany (an unpleasant ride due to heavy traffic), and finally over the Berkshires and back to Boston, just short of 3500 miles in all.

We tended to ride at our own pace, either alone or in twos and threes, and generally covered 60 to 70 miles a day (although occasionally as much as 100 miles and more frequently none at all). For the first quarter of the trip we pretty much followed the tentative schedule and route that Jeff had drawn up; after that we simply decided on our day's destination each morning, usually agreeing to meet in front of the post office of some town up ahead (every town has a post office). In the West where roads are relatively scarce, we mostly took state and U.S. highways, occasionally even an interstate Highway (only when there was no alternative). In the Midwest and East we tried to take county roads where possible since the more important roads had too much traffic (and often were dangerously narrow). Regular service station maps proved plenty adequate to find little-traveled back roads. We stayed in only one hotel and one motel during the entire trip, amounting to about \$3 per person on these two nights. The rest of the time we either slept on someone's living room floor, camped in someone's back yard, or (usually) camped at an official campground for which we occasionally were required to pay a nominal fee (like 25¢ per person). In Oregon and Washington we took advantage of state parks campgrounds (which were excellent); in Idaho and Montana we usually stayed at National Forest campgrounds; in the Midwest (South Dakota, Minnesota, Wisconsin, Michigan, and Ontario) we stayed in town parks, since most towns readily welcome campers - we always consulted the local police first, however; in the East (New York and Massachusetts) we stayed anywhere we could find a place - and that wasn't easy. At any rate, it was less expensive to travel across the country than to stay put in Boston.

The weather proved to be ideal for bicycling: except for a couple of days of rain on the Oregon coast and in eastern New York, as well as a 3-day long heat wave in eastern Montana (miserable!), we managed 10 weeks of pleasant temperatures (mostly 60 - 80° F.) with an occasional shower (once every 10 days or so) and occasionally strong winds, mostly in the midwest.

People along the way were also good to us, despite our grubby appearance. They were really impressed by our bicycles. There was no end of asking where we were from, where we were headed, offering us food, a place to stay, etc. We also were offered plenty of rides in the back of someone's truck or station wagon which I always refused, but Dotty and Barbara just couldn't seem to resist the temptation.

All in all it was a memorable summer, and I highly recommend bicycling cross-country to anyone with a sense of adventure. I hope these articles prove useful to those of you tempted to try it.

As I sit here writing this article, I am thinking of the many fine days of bicycling that lie ahead. It's odd, but bicycle safety is a year round thing because a lot of people ride year round.

Riding year round can be very dangerous, at times, due to the changes in weather conditions. Just today I led a ride through Somerville and East Boston which was cut short by heavy rain.

For the new cyclist, let me tell of a few of the hazards of riding in the rain:

1. The brakes don't work too well when wet; you have to cut your speed and often will have to apply your brakes well ahead of your stopping point. Be extra cautious because it is impossible to stop as well as in dry conditions.
2. Be sure to wear protective clothing. Your reflexes work much better when you are warm and dry.
3. If you wear glasses your visibility will be cut to zero. If you can see without them, by all means take them off. If you can't see without them, keep wiping them off.
4. There is nothing you can do about the spray from cars as they pass. Just grin and bear it.
5. If you can find shelter until the storm passes, do so. Keep in mind to be extra cautious in wet weather.

By now I assume everyone is getting their bike in order for the coming season. For those of you who are not mechanically inclined, or who don't have the time to work on your bike, I suggest you find a reputable bike shop - for a few bucks the experience of a good mechanic is well worth it.

Now a word to the regulars. A lot of us (you notice I said 'us' - myself included) are out of shape after the long winter. Don't go out the first few rides and kill yourself, work into it gradually. In no time you will be breathing easier, looking better and feeling better.

You see, no matter which way you turn in bicycling, safety is always there - from your tires to your health.

Till we meet again, "Stay on the right and straight ahead."

P.S. Wear your helmet.

ASSOCIATION FOR BICYCLE COMMUTING. A grassroots organization to promote the bicycle as an appropriate vehicle for many urban transportation needs, and as a positive approach to environmental deterioration caused by excessive automobile use. For more information, write ABC, 308 Boylston St. Rm 46, Boston 02116.

NORMAN SATTERTHWAITE ELECTED Temporary Chairman of Board of Directors
The election took place at club headquarters March 13th with a quorum of the present Board present.

This page is your ballot for the expansion of the Board of Directors of Charles River Wheelman, Inc. The Board is presently composed as follows: Norman Satterthwaite, Director and Temporary Chairman of the Board; Ralph Galen, Director; Henry Soron, Director (Term for all three expires in 1975) and Dick Bostwick, President of CRW Inc. and Director (elected by the Board).

For a thorough explanation of the nomination and election process, see a draft of Section 1 by YLAWS OF CRW INC. (published in this bulletin).

...ballot...ballot...ballot...ballot...ballot...ballot...ballot...ballot...

Instructions for completing and mailing your ballot. Simply mark an X in the blanks provided, rip this page from your bulletin, then address your ballot to The Charles River Wheel Att: Mr. Norman Satterthwaite, 74 Sixth Ave., Quincy, Mass. 02169. Please mark the envelope "BALLOT" and show your name on the outside of the envelope. BE CERTAIN TO VOTE FOR ONLY THREE IN EACH COLUMN. MAIL YOUR BALLOT NO LATER THAN 4/17/72.

Name	Profession & Activities	Term Expires in	
		1973 (elect three)	1974 (elect three)
Bruce Bailey	Mechanical Engr, M. I. T. CRW Trips Chairman	_____	_____
Dave Bailey	Electronics Engr., Block Eng. Co. Road Runner	_____	_____
Mary Jane Bohlen	Biological Photographer, ARCCO Medical Arts Co. LAW Tandem Com. CRW Publicity and Century Ride	_____	_____
Bob Gildea	Information Processing Specialist at MITRE Corp., also private Consl. Blind Tandem Rides leadership	_____	_____
Pat Goodwin	Supervisor, Medical Analysis Gr. at New Eng. Life Ins. Co. LAW Nat'l. Membership Chm	_____	_____
Isabel Kelly	Sec'y. to an Architectural Firm	_____	_____
Charlie Lee	Electronics Technician at Boston Naval Shipyard	_____	_____
Will Mason	Electronics Engineer at Boston Naval Shipyard	_____	_____
VOTE	VOTE	VOTE	VOTE

Article III.

CRW CORPORATION BOARD OF DIRECTORS

Section 1 - The Duties of the Board of Directors shall be to:

- a. Evaluate and approve Corporation's budgets and general plans.
- b. Submit an Annual Report of Corporation's activities at the March Meeting designated as the Annual Meeting.
- c. Establish Corporation policies in accordance with Section II of the Constitution.
- d. Select CRW Inc. officers in accordance with Article IV, Section 2 of these Bylaws.

Section 2 - Membership of the Board of Directors

- a. The Board of Directors of CRW Inc. shall consist of ten (10), - nine (9) elected by the general membership, and the CRW President elected by the Board. The term of office of the nine (9) elected Board members shall be three (3) consecutive years, three (3) members to be elected each year. The term of the CRW President shall be for one year, unless terminated earlier by the Board, and in no event shall the President serve for more than two consecutive years.
- b. In the event of vacancies on the Board, the remaining members shall appoint replacements to serve to the next annual election, at which time there shall be duly nominated and elected by the membership a replacement for the unexpired term of the vacated position.
- c. A Nominating Committee, appointed by the Board of Directors and announced to the membership no later than November 1, shall select one list of nominees for whatever Board vacancies are to be filled and shall announce this list at the January meeting of the membership, or circulate it to the membership no later than January 15. Nominations may also be made on a petition of ten (10) members of the Corporation submitted to the Nominating Committee no later than February 1.
- d. Election shall be by ballot mailed to the membership in the first week of February and returned by mail or in person to the Board of Directors no later than March 1 for tally and submission of the result at the March meeting.
- e. Directors shall be eligible for appointment to any officership, or to any Committee (other than a Committee of the Board).
- f. A Director may not serve two consecutive three-year terms.
- g. The Board shall meet within two weeks of its election and elect its own Chairman from among its own membership.

- h. A Secretary of the Board shall be selected by the Board but need not be a Director.

Section 3 - Meetings of the Board

- a. The Board shall meet at the call of its Chairman, and shall hold meetings in February, May, September, and October, and at such other times as the Chairman may designate or when requested to call a meeting by no fewer than one-third of the Directors then in office.
- b. A quorum of the Board will consist of five (5) Directors.
- c. The Chairman or Secretary shall notify Directors at least ten (10) days prior to Board meetings, unless such notice has been waived by all Directors.
- d. Absence from three (3) consecutive meetings of the Board will terminate the term of a Director unless such termination is waived at the third or succeeding meeting by two-thirds of the Directors in attendance.

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CYCLOMETERS (cont'd.)- by Henry Soron

I have checked two more cyclometers. Matex 27" cyclometers, with the usual 5 point star, have become available. Its error is the same as the 27" Lucas. Matex cyclometers in general are available under many brand names, but all are of the only Japanese make. The other cyclometer is the 27" Italian Velometer, which is distinguished by its right angle drive and its vertically arranged numerals. This is the most accurate cyclometer available for 27" clincher tires, except there may be a reading error of nearly 0.1 mile regardless of mileage. The tenth numeral snaps ahead at each tenth mile, so that you might have gone nearly a tenth mile and it will not show.

Add the following to last month's table:

<u>Cyclometer</u>	<u>Wheel</u>	<u>Factor</u>	<u>High or Low</u>
Matex 27" 5 point star	Clincher	1.013	reads low
	Tubular	1.010	reads high
Velometer 27"	Clincher	1.003	readslow
	Tubular	1.019	reads high

I received a comment from a Club member who said he had only a high school education, and all of this was too much for him. For him, and others so confused, the following information is offered. For the Matex 27" .01, 6 point star wheel, which reads directly to a hundredth mile, for clincher tires subtract about 4 miles for every 100 miles, for tubular tires subtract about 6 miles for every 100 miles.

For the Lucas 27" and Matex 27", 5 point star wheel, for clincher tires add 1.3 miles for every 100 miles and for tubular tires subtract one mile for every 100 miles. For the Velometer 27" on clincher tires add 0.3 mile for every 100 miles and tubular tires subtract about 2 miles for every 100 miles. The error for clincher tires is so small that it can be disregarded, but remember the comment above.

I had one problem with the Matex 27". The lens covering the numerals became so badly scratched that I could not read one row of numerals. I have not used any of the Matex cyclometers long enough to determine how long they last. Lucas cyclometers generally go bad before they reach 3000 miles for me, except for one which did reach 5800 miles. I used one Velometer a number of years ago, and it jammed tight at about 500 miles.

RIDING COMPANIONS WANTED

Boston to TOSRV to Little Rock to Santa Fe. Plans are flexible. Routing suggestions also sought. Joe Dunn, tel. 261-1753.

Boston to Great Eastern Rally (Carlisle, Penn.) in latter part of May. Paul MacDonald, Mary Jane Bohlen, and John Vanderpoel will join Bob Shave for this trip. Others are welcome. Write Bob - 770 Oak St., Brockton 02401.

WANTED - Touring or racing bicycle other than Peugeot PX210 with Reynolds 531 butted tubes, forks and stays. G. Friedman, 152 Holden Wood Rd., Concord 01742: 369-2417.

WANTED - Companions from Boston to San Francisco bicycle trip. Mostly camping and youth hostels where possible. Not a trip for setting distance records, but for having a good time. Leave mid-June, return end of August. Call Dennis Schneider, 288-0738.

FOR SALE - Peugeot UO-8, 23" frame, blue, new, \$125. Mrs. Emery, tel. 662-9583, after 3:30 p.m.

Handlebar control levers: Campag. \$8. Simplex \$5. Huret Allvit derailleur \$4 (new). Assorted freewheels \$4. John Likins, 738-2241 (days).

APRIL EXPIRATIONS -

Royd Bjourney - Sheldon Brown - David Cook - Jeffrey Davis - Joseph Dunn, Jr.
- Bruce Forde - Keith French - Paul Goldberg - Richard Konig - Lawrence W.
Lunt, Jr. - Carol Machamer - Hugh McBride - Vincent Overlook - William
Petherick - James Plant - Bob and Gloria Smith - John M. Sullivan - Herve
Vandel - Dr. A. Weisman.

DUES

Please make your check payable to The Charles River Wheelmen and send to
Ann Murphy, 15 Harvard Road, Belmont, Ma 02178

Change of Address -

John Cummings, 80 Beacon Street, Boston

New Members -

Thomas Carson	115 Hemenway St. Boston 02115	262-3367
David C. Cary	24 Broad St. Boston 02118	423-5554
Jayne Dearth	267 Brookline St. Cambridge 02139	492-0425
Leonard I. Goodman	18 Lexington Av. Cambridge 02138	354-0387
Nelson D. Martins	175 Congress Avenue Providence, Rhode Island 02907	
Robert M. Stein	19 Stuart Road, Newton 02159	332-8676
Mark Sullivan	794 Moody St., Waltham 02154	891-7677
Jenny Wiitanen	5 Fernald Drive, Cambridge 02138	492-0582



FROM ALASKA TO ARGENTINA BY BICYCLE

AN IMPORTANT MESSAGE TO AMERICA'S BICYCLE RIDERS FROM THE PEOPLE WHO BROUGHT YOU TOSRV

It's called HEMISTOUR, and it continues the promotion of bicycling in America where TOSRV leaves off. It begins this summer and it needs your help.

HEMISTOUR is a 20,000 mile, one and a half year bicycle tour of the Western Hemisphere that will start in Alaska and end in Argentina. The route will pass through Arctic tundra, vast jungles and deserts, mountain ranges and the highways of the American West. Four of us make up the core of the expedition: Dan and Lyssie Burden, and Greg and June Siple. We four have been into every phase of the sport including racing, cycletouring, European hostelng, organization, leadership, service, instruction, writing, photography, illustration, public speaking and about 100,000 good miles. Most notable has been our work in creating TOSRV and developing it into America's biggest bicycling event.

We have been working on HEMISTOUR for five years now. Our jobs, our educations, our travels, our bicycling experiences have all been wrapped around the HEMISTOUR concept.

We are undertaking HEMISTOUR because it is the kind of stimulus that bicycling needs to continue growing into a widespread and respected sport in the United States and Canada. Peter Verheijen, a Dutch photographer and cinematographer, has come to the United States to donate his talents to make a film of HEMISTOUR, a major comment on American bicycle touring to be distributed in the United States and Europe. Regular accounts of our travel will appear in BIKE WORLD. Numerous articles will be appearing, as well, in other magazines and newspapers. And a book, a glorious book, will be prepared that tells touring like it is—a writing that starts out with adventure in mind, but covers important steps for others, including geography through the eyes of the cycletourist, group dynamics, equipment, route planning . . . all while taking you from the Arctic Circle to Tierra del Fuego. A lecture tour, during and after HEMISTOUR will add thousands to our audience, the American public.

Already many have endorsed our effort. Our strongest supporter is the American Youth Hostels with whom we have been actively and happily associated with since the early 60's. The National Board of AYH has provided us with \$1000. Milton Morse of the Morse-AYH Awards has provided us with an additional \$1000 for photography. The Columbus Council of American Youth Hostels is also helping us. C.C.M. Ltd. of Canada has offered us high quality bicycles. Charlie Pace is providing a camper van to carry our film crew. Warmlite is providing tents and sleeping bags at cost. Other support has come from Congressmen Moorehead of Pennsylvania and Shoup of Montana, Gene Portuesi of CYCLO-PEDIA, Hartley Alley of the Touring Cyclist Shop, Walter Carrell of BIKE SAFE, Tony Pranses, Fred DeLong, Charles Siple, and Chuck Harris.

But we need more help. Remember that HEMISTOUR is the first American bicycling expedition that has all the quality and taste of an Everest expedition. As in the early days of TOSRV we have decided to go straight to the individual bike rider for support. Please give us a hand. Send us your advice, criticism, tips, experiences, ideas, and suggestions to make HEMISTOUR better. Write us at HEMISTOUR, 317 Beverly, Missoula, Montana 59801. If you live out west, offer us an overnight in your back yard. Give us some equipment to test for you. Invite us to speak to your club or organization.

Finally, to help us gather the capital that we need to finance HEMISTOUR completely, send us \$10. In exchange we will send you a more detailed report of the HEMISTOUR concept, and a first edition copy of the HEMISTOUR book when it is published after HEMISTOUR. Meanwhile you will own a \$10 share and be a participant in this great American bicycling adventure.

**ENCLOSED IS MY \$10 OF SUPPORT FOR
HEMISTOUR, (send me the report on hemistour
now, and book later) PUT IT TOGETHER.**

checks payable to hemistour

name _____ address _____

city _____ state _____ zip _____

send to: HEMISTOUR, 317 BEVERLY, MISSOULA, MONTANA 59801

