



# THE CHARLES RIVER WHEELMEN

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131 MOUNT AUBURN STREET • CAMBRIDGE, MASSACHUSETTS 02138

## CALENDAR

May 1972

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 and proceed along the south coastal beaches at Falmouth. Food stops are plentiful in the Falmouth Center area. The route will be arrowed. The Narragansett Bay Wheelmen will join us on this ride. Leader: Bob Shave, 583-1739.

SUNDAY, MAY 14, 11:00 A.M. - LEISURE RIDE - Thirty-five miles through Easton, Brockton, West Bridgewater, East Bridgewater, and Bridgewater. This ride can be shortened from a number of points along the way as it will be in the form of a circle radiating about five miles from the starting point. Use the Center Shopping Plaza parking lot at the intersection of Rts 106 and 28. The ride will start from Memorial Park about 500 feet south of the intersection. Parking at the Park is inadequate. Leader: Al Surette, 586-2193.

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 telephone 666-8571.

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

SUNDAY, MAY 21, 11:00 A.M. - LEISURE RIDE - Thirty miles through North Plymouth, Plymouth, and Manomet. Refreshments will be served at the half-way point at the leader's cottage. Meet at the Stop & Shop parking lot on Rt 3A at the Kingston-Plymouth town line. From Rt 3, take Exit 35 for 3A southbound. Leader: Paul MacDonald, 698-2832.

SUNDAY, MAY 28, 11:00 A.M. - LEISURE RIDE - Twenty-five miles through Marshfield and Duxbury. Meet in the parking lot at the rear of Marshfield Town Hall on Rt 3A. Leader: Orin Cunningham, 293-2446.

SUNDAY, JUNE 4, 10:30 A.M. - LEISURE RIDE - Thirty miles with the Narragansett Bay Wheelmen through the South County area of Wakefield, Narragansett, and South Kingston, R.I. (Short cut of 15 miles available.) Meet at A&P parking lot, Main Street and Kingstown Road, Wakefield Center, R.I. Directions: On Interstate 95 southbound, pick up signs for Newport Bridge which begin to appear near Mass.-R.I. border, following bridge signs. Proceed south on U.S. 1, going past Rt 138 which is the turn-off route for the bridge. Take Wakefield exit from Rt 1. Leader: Narragansett Bay Wheelman, Jim Smith, 401-783-4663.

SUNDAY, JUNE 4, 11:00 A.M. - AYH LEISURE RIDE - Twenty-five miles through Milton, Quincy, Braintree, Randolph and Canton. Meet at the Trailside Museum on Rt 138 in the Blue Hills. Leader: Norm Satterthwaite, 773-3068.

FRIDAY-SUNDAY, JUNE 17 - 19 MT. WASHINGTON JAMBALAYA. Many long and short rides, marked with "Dan Henry" arrows. On the 19th a hill climb up the Mt. Washington Toll Road! Write Mt. Washington Valley Assoc., No. Conway, NH

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 miles in two 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.)

NEW BULLETIN EDITOR - Carol Storrs, 955 High Street, Westwood 02090. Send all want ads, articles, etc. to Carol.

BICYCLING IN NEW HAMPSHIRE. A very useful list of rides is available free from Office of Community Recreation Service, Dept of Resources and Economic Development, Box 856, Concord, N. H. 03301.

CLUB RENEWALS. Please make checks payable to "The Charles River Wheelmen, Inc." and send to Ann Murphy, 15 Harvard Road, Belmont 02178. Club Applications should also sent to Ann at the same address.

From NORM SATTERTHWAITE ...

I am willing to act as clearing house for those who may want rides, or who can provide transportation to the following events: MAY 13-14 TOSRV 72 Columbus, Ohio: MAY 20-21 LAKE WINNIPESAUKEE, N.H. RALLY: MAY 26-29 GEAR 72 Carlisle, Pa.: JUNE 17, PEDAL POWER, Windsor Locks, Conn. (74 6th Avenue, Quincy, 02169. tel. 773-3068 after 5 p.m. )

BALLOTS - Out of about 300 members of the Charles River Wheelmen, only 25 ballots were returned, and I would say this is not a good showing of a membership interest in the club. Results of the election were:

Term to expire 1973 .. Bruce Bailey - Mary Jane Bohlen - Will Mason  
Officers term expires 1974 ... Dave Bailey - Bob Gildea - Pat Goodwin -  
Norman Satterthwaite, Director and Temporary Chairman of the Board

COMING EVENTS - July 16, Sunday - reserve that day for a day of biking, swimming and buffet dinner at the New England Conf. of Health at Magnolia Manor, Magnolia. A beautiful ocean front, fresh water and salt water pool, delicious organically grown food ... Bike Ride at 11, Meal at 2:30. Reserve now \$5.00 adults, \$3.00 for children up to 14. Further information forthcoming in the next Bulletin.

## THE LAZY CYCLIST

... A forum on efficiency in cycling

by Dave Bailey

We all know that some riding positions are better than others. The kid on his spiderbike is so obviously inefficient that it hurts just to look at him. What is not so obvious is that quite small changes in position can make large changes in comfort and speed. But it is true. Fine-tuning your bicycle is well worth the trouble.

There is nothing sacred about the way your bike was set up for you at the shop. That was at best a rough guess. What you have to do is go out and ride, and keep on riding until some ideas for improvements occur to you. Then adjust something a bit differently for your next ride. Keep at it - you will gradually approach perfection.

The widely-quoted rule of thumb for saddle height is 109% of leg length, but you should not take this too seriously. For one thing, exactly where on the saddle should the measurement be taken? A more important point is that in the original experiments that led to the 109% figure, only steps of 4% were tried - 105%, 109%, 113%, etc. Those are awfully crude adjustments, about an inch and a half at a time. I have tried the recommended 109%. It's not bad, but 110% is a lot better (for me). 111% is definitely too high (for me). I suggest you forget the numbers and just move the saddle 1/4 inch at a time until you find your correct position.

There is also a rule of thumb for saddle tilt, but again you must find your own best setting. Most are somewhere near level, but mine is tilted 15 degrees - I don't know why, except that it works.

The tilt of your handlebars is another important adjustment. Your hands should rest comfortably on the lower part of the bars, with your body weight spread out evenly on your palms. If a 50 mile ride bruises your hands, maybe your tilt is wrong.

Learn to use the low position, by the way. The bars were designed with that in mind, as is shown by the brake levers. In a good low position you hardly have to grip the bars at all - you just lean on them. Some people use the tops of the bars most of the time because the low position wears out their neck and shoulder muscles if held too long. In this case the thing to do is raise the bars until the low position becomes comfortable, and then use it. A trick that may help you steer one-handed while shifting gears or signalling is to brace your wrist against the upper part of the bars.

The easy way to adjust the bars forward or back is to move the saddle instead.

When you buy toe clips, remember that they come in different lengths.

If you adjust something on your bike and decide that you don't like it, don't just

change it back again without thinking. What is it that you dislike about the new setting? Often one adjustment will affect another. For example, moving the saddle to the rear may require that you lower it slightly.

Bob Bohlen has taken me to task for recommending a knapsack instead of saddlebags. He says it is better to hang the load on the bicycle than on your shoulders. He is right. Certainly on a long trip with a heavy load you need bike bags. But a knapsack still is better for many purposes. I am talking about the small light sack, not the metal-framed monster that weighs 5 pounds empty. My point is that for most errands around town that is all you need. And since it can be installed or removed in a few seconds, you only carry it when you need it. Bike bag fittings, on the other hand, are much more trouble to remove. In fact, some cyclists who go touring about once a year never remove their saddlebags at all!

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

### NOT A DARK AGE AT ALL!

by Howard Moore

The article entitled "A Short History of the Charles River Wheelmen" by George Bailey, appearing in the April bulletin, was interesting. However, the first paragraph has absurd statements which led the reader to make erroneous inferences.

Contrary to what Mr. Bailey states, there were many bicycle clubs in eastern Massachusetts which endured for varying lengths of time between 1933 and the formation of the Charles River Wheelmen. Most of these clubs had affiliation with the Amateur Bicycle League of America. At least two of them were well known. They were the Boston Wheelmen (not to be confused with the old-time Boston Bicycle Club) and the Cambridge Cycle and Sports Club. This latter club had an ample and varied program and endured for a long time.

Other Greater Boston groups with shorter periods of existence were the Massachusetts Cycling Club, the Norfolk County Wheelmen, the North Quincy Wheelmen, the Brockton Cycle Club, the Middlesex County Wheelmen, and the West Roxbury Cycle Club.

To go farther afield we find the New Bedford Wheelmen, the Blackstone Valley Wheelmen, and lasting for many years the very active Yankee Wheelmen of Providence, the Hartford Cycle Club, and the Worcester Cycle Club.

George Bailey's article states that "the period of the late Twenties through the Thirties and Forties was a dark age for the bicycle." Hardly so. In October 1927, a bicycle store in Gloucester conducted a race around Cape Ann. I do not recall the distance but I do recall that the winner's time was excellent.

In 1936 the Federated Bicycle Clubs of New England established their annual get-together at Houghton's Pond in the Blue Hills. For years riders came from near and far to assemble here on the first Sunday of May. Attendance ran from 80 to 100 until well into the 1940s. Sometimes other groups of cyclists from the Boston "Y" Outing Club and the A. Y. H. would join in.

Dr. Edgar L. Abt, a Boston dentist, was a member of the Board of Directors of the A. B. L. of A., and an organizer of bicycle events. After his death the May get-together became known as "Dr. Abt" day.

Attendance during the 1950s became smaller, but Lew Hall of Rhode Island always was present with a large group from that state. Finally, after Lew Hall's untimely death, with no clubs riding in from a distance, and with a shrinking mailing list locally, it was necessary to terminate this get-together as of the first Sunday of May, 1965.

However, a bicycling event which lasts for thirty years and is well attended for more than 20 of them, hardly indicates a "dark age" for the bicycle.

More bicycle events of the 30s and 40s in the June bulletin.

## BICYCLE THEFT

If you now own a bicycle or are planning to buy one, it will almost certainly be stolen unless you take very careful precautions. Bicycle theft has become a tremendous problem, particularly on college campuses. Bicycles are in big demand and thieves are well equipped and well organized. We have talked to the police, locksmiths, metals experts, and many people who have had their bicycles stolen. These discussions have guided us in offering you our suggestions for preventing theft.

You should always carry a secure lock and chain set on your bicycle. It must be heavy enough to provide adequate protection, yet light enough to carry. (Specific details on security devices are presented later in this article.) You should always chain your bicycle to a stationary object. The best chaining technique is to loop the chain through the frame and rear wheel and then around the stationary object. Never just hobble your bike or secure only a wheel without securing the frame. Hobbled bicycles can be easily carried away and frames not secured will almost certainly be taken.

A truly reliable lock and chain set is much too heavy to carry on your bicycle. If you park your bike in the same place each day, however, a heavy lock and chain set can be stored where you use it. It can be kept locked to a bike rack or stored in a locker or desk. You should use your heavy lock and chain to secure your bike in the manner mentioned above, and then use your lighter lock and chain, which should always carry on your bike, to lock the front wheel to the frame of your bike.

This use of two security devices does the best job of protecting your bike and its most easily removable parts.

You should be warned that there is no lock or chain which cannot be defeated. You should therefore exercise care in where you park your bike. You should never park in hidden or dark places or near a driveway or road. Your bike is less likely to be stolen if a thief must work out in the open or if he must carry your bike a long way to his car or truck. If you park on a college campus, you should ask the campus police which areas are most prone to bicycle theft and avoid parking there.

Since a bicycle thief must sell his catch as quickly as possible, you may find it valuable to make your bicycle as unsalable as possible. You can stamp your name and address with a metal punch on several exposed areas of your bike, or ruin the paint finish or apply rust-colored paint. If you do choose to alter your bike for theft protection, be sure that what you do is conspicuous and permanent.

If your bike is stolen, you should immediately report it to the local police. There is a good chance that it will be returned if you report your frame number. For this reason every bicycle owner should record and keep a copy of his frame number. In addition, you should license your bike with the local police, if such a procedure is available where you live. Licensed bicycles recovered after theft are usually automatically returned to their owners.

We have found that nearly all victims of bicycle theft have used grossly inadequate locking devices. The absolute minimum security device is a three-foot length of 1/4 inch case hardened chain together with a quality keyed-type padlock with at least a 1/4 inch hardened shackle. This minimum security device should be carried on your bicycle and used every time your bike is parked.

A reliable security device consists of a three-or four-foot length of 3/8 inch or larger case hardened or hardened alloy chain together with a quality lock having at least a 2-1/2 inch case and at least a 3/8 inch hardened shackle. This security arrangement should be stored where you park your bike.

You should not buy any of the following locking devices for bicycle security purposes: combination locks, locks without hardened shackles, chain with links smaller than 1/4 inch, non-hardened chain, cables of all kinds, and one piece locking sets. Everyone we have known who has attempted to regularly use one of these questionable devices on the UCLA campus has had his bike stolen within one month.

The good security sets described in the above paragraphs are usually not available in bicycle shops, department stores, or small hardware stores. The best way to buy the kind of chain described above is to go to a hardware store which carries a large selection of case hardened and hardened alloy chain. Unfortunately most stores carry only one kind of hardened chain, and it is currently very difficult to find the chain you need in all but the largest of stores.

The best way to buy a quality lock is to visit a reputable locksmith who carries

several brands of locks. Ask him which locks are easiest to pick, force or cut and buy the best locks that he offers. Before you buy a lock it would be wise to read the article on padlocks in the March 1971 issue of Consumer Reports magazine. The article will give you an idea of what to look for, but it doesn't rate enough locks to make specific suggestions as to what to buy.

You should be aware that prices on locking devices fluctuate widely. For example, the price of a three-foot length of case hardened chain ranges from \$5 to \$10 and the price of a four-foot length of good quality 3/8 inch hardened chain runs from \$8 to \$30. (From five stores surveyed in Los Angeles, January-May 1971.)

The cost of the minimum security arrangement described above should be under \$12 and the cost of the reliable security arrangement should run under \$25 (1971 prices). With most bikes now costing well over \$100, we feel it is justified to spend from \$12 to \$37 to prevent theft. Remember that your bike is only a practical means of transportation if you can keep it from being stolen.

(Reprinted from the UCLA Earth  
Action Council's Bicycle Book - 56¢  
from Box 24390, L.A., Calif. 90024)

#### FOR SALE

25" frame Raleigh, 6 mos. old, with lock, chain, rear rack. Cost \$150 new. \$90. Mark Kelly, 545-0394 (Scituate).

22" frame Hurlow, all-531 butted tubing, all-Campagnolo, blue with chromed lugs and Cinelli fork crown. Dick Bostwick, 332-7745.

NEW MEMBERS

|                            |   |              |
|----------------------------|---|--------------|
| Hank and Maureen Garretson | 10 Fred St. , Burlington, Ma 01802        |              |
| Kenneth Norland            | 24 Pine St. , Belmont 02178               | 484-1924     |
| William Verry              | 20 Sunset Rd. , Somerville 02144          | 776-0817     |
| Howard and Andrea Worzel   | 7 Captain's La. , Mattapoisett<br>02739   | 758-4303     |
| Deirdre Lee Finney         | 32 Appleton St. , Boston 02116            | 423-2746     |
| Thelma Libby               | 32 Frederick Rd. , So. Braintree<br>02185 | 843-1298     |
| James Rutter               | 94 Chestnut St. , Foxboro 02035           | 543-2388     |
| Janice Bai                 | 142 Chestnut St. , Boston 02108           | 227-1609     |
| Dianne M. Geoffroy         | 41 Joy St. , Boston 02114                 | 227-9187     |
| Ted Vogel                  | Webster Landing<br>Kingston, N. H. 03848  | 603-642-8283 |
| David Wing                 | 24 Allston St. #3,<br>Charlestown 02129   | 241-8202     |

CHANGE OF ADDRESS

Craig Inglis 47 Cypress St. , Brookline 02146

MAY RENEWALS

Liane Allyson - Gail and Stephen Austin - Janet Belsky - Jeffrey Davis - George Farquhar - Ralph Helverson - James Hendrick - Douglas Hutcheson - Robert Katz - James R. Lee - Howard Moore - Raymond Prosser - Vandal's Cyclery - Ross Vicksell.