

JUNE 1972

THE CHARLES RIVER WHEELMEN

131 MOUNT AUBURN STREET • CAMBRIDGE, MASSACHUSETTS 02138

SUNDAY, JUNE 4, 10:30 A.M. (Thirty miles) Ride with the Narragansett Bay Wheelmen through the South County area of Wakefield, Narragansett, and South Kingstown, R.I. (Short cut of 15 miles available.) Meet at A&P parking lot, Main St. and Kingstown Rd., 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. Rt 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. (Twenty-five miles) AYH ride through Milton, Quincy, Braintree, Randolph, and Canton. Meet at the Trailside Museum on Rt 138 in the Blue Hills. Leader: Norm Satterthwaite, 773-3068.

SUNDAY, JUNE 11, 11:00 A.M. (Twenty, thirty-three, and forty-five miles) Ride through parts of Brockton, East Bridgewater, Halifax, Hanson, Pembroke, and Hanover. Many farms and lakes. One hill. Meet at Fernandes/Woolworth parking lot, East Side Plaza, Rt 27, Brockton. Leader: Jack Cassidy, 586-9378.

SUNDAY, JUNE 18, TRADITIONAL FATHER'S DAY BICYCLE RIDE to Wayside Inn in South Sudbury, and to visit the Little Red Schoolhouse, the Old Grist Mill, Martha and Mary Chapel, and to stop at the well-known Country Store in Marlboro. This ride is being organized by Dr. Percy Anderson for the AYH with invitations extended to the Charles River Wheelmen, the Essex County Wheelmen, the West Roxbury Wheelmen, the Worcester Bicycle Club, and the Brockton YMCA Wheelmens Association. Two hundred riders participated last year. Bicyclists will converge on the Wayside Inn at 2:30 P.M. from outlying points. Either plan your own route, or meet at one of the following gathering points:

Concord - 1:00 p.m. Town Parking lot off Main St in the center of Concord. Leaders: The Knapschaefers, 275-6198.

Wayland - 1:30 p.m. Purity Supreme Shopping Center, Rt 20. Leaders: The Fannons, 653-5941.

Framingham - 1:30 p.m. Parking lot in back of Plymouth Church which is on Edgell Rd, 1½ blocks north of Rt 9. Leaders: The Barretts, 877-2542.

Brockton - 10:30 a.m. Rt 27 entrance to Cardinal Cushing Hospital. Leader: Bob Shave, 583-1739.

SUNDAY, JUNE 25, 10:30 A.M. (Fifteen and twenty-five miles) Tour of Jamestown Island, R.I., with the Narragansett Bay Wheelmen. Meet at eastern side of Jamestown Bridge, Rt 138 on the island. This is the same ride that was so

beautiful and such a success last year. Follow directions for June 4 ride above as far as Rt 138. Leader: Warren Hinterland, 401-467-7830.

SUNDAY, JULY 2, 11:00 A.M. (Twenty-five miles) Ride through Newburyport and Amesbury. Meet at A&P parking lot just beyond rotary on Rt 1 upon entering Newburyport. Leader: Charlie Hudson, 465-7916.

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THE LAZY CYCLIST

A forum on efficiency in cycling
by Dave Bailey

This month's topic is hot weather. Heat may become a problem any time the thermometer reaches 70 degrees. Above 85 degrees, it must not be ignored.

The obvious thing to do in hot weather is to remove clothing, but watch out for sunburn, since even a mild case may affect your ability to sweat. A T-shirt keeps the sun off fairly well, and once it gets damp it cools you by evaporation.

Wear your helmet. The sweatband helps keep sweat out of your eyes.

You may need to take extremely large quantities of water and salt to balance the losses due to sweating. Last summer I kept track of my fluid intake on the day of a century ride. It totaled eight quarts. That is sixteen pounds of water - hardly a convenient amount to carry in a water bottle. It is more practical to buy beverages a quart at a time along the road. If you are in a hurry, you can buy your quart of orange juice or whatever, fill your water bottle, drink the surplus, and be back on the road in a minute or two.

Salt can be carried either as tablets or in the paper packages found in diners.

Before you start out on a long ride, try to get a head start on your fluid balance by drinking a few cups of something wet, along with some salt. If you don't feel thirsty, just eat a spoonful of salt, dry. You will suddenly find that you are thirsty after all. (Of course, too much water and/or salt all at once will cause nausea, so be careful.)

Food is less critical than water in hot weather. If you were to keep up with your rate of fuel usage, you would probably have to stop and eat a full meal every 20 miles or so. Actually, there is no need to eat that much, since the human body has considerable fuel reserves.

Steve Robbins has pointed out that it is helpful to eat small bits of food as you cycle, like Jim Kunkemueller's orange sections, even though the amount of fuel involved is tiny compared to what you are burning up. It certainly cheers you up, and also

keeps your mouth from getting dry. Steve also says that if your mouth begins to feel sticky or gummy, you are probably running out of water and/or salt.

Next time I will discuss some minor illnesses and injuries from which a cyclist may suffer.

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

MORE CYCLING HISTORY

by Howard Moore

One of the cycling greats of the 1920s and 30s was Maurice L. Chase of Wellesley. He was always taking long rides. He became acquainted with many other riders by taking their names and addresses as he encountered them on the road. He was instrumental in getting group riding started in the Greater Boston area in the 1930s. One of the earlier rides of 1933 brought out 14 cyclists from various parts of Greater Boston. Fourteen is not a large number but at that time it was noteworthy. The ride was to Gloucester and Cape Ann, so everybody had a good mileage for the day, especially those who came from Newton, Wellesley and Dedham.

A photograph of this group appeared in "Leisure" magazine for May 1934 in connection with a bicycling article. "Leisure" was published on Atlantic Avenue for several years and was then absorbed by "Yankee". During its existence there were three or four bicycling articles in "Leisure" and the Boston Public Library featured one of them in an exhibit of current and old-time bicycling books and magazines.

During 1933 and '34, the group who rode to Gloucester took many rides and new members were being added all the time. A bicycle shop in Newtonville in which Maurice Chase had an interest was responsible for many new riders. In early September, 1933 there was a bicycle race from Providence to Pawtucket and back. This race was won by none other than Al Surette with riders from Greater Boston also taking second, third, and fifth places among 22 contestants. On Set 24, 1933 there was a 55-mile race starting and finishing in Newtonville. This was largely over parts of Rts 20 and 9 and was won by Roger Corey of Belmont.

In 1934 members of this group wished to race in New York, and for this purpose called themselves the Massachusetts Cycling Club. Ten or twelve riders went down to compete in the 100-mile race on Long Island conducted by the German Bicycle Sports Club. This was a handicap race. There were about 75 entrants and groups started at intervals according to rated ability. Of our group, the first man to finish was Al Surette who came in sixth, though with the fifth fastest time. Other members of the Massachusetts Cycling Club placed 26th and 30th among about 60 finishers.

Subsequently there were other races on Long Island and some of our group competed

In 1935, also, there were many group rides and races in eastern Massachusetts. All of this brought about the formation in 1936, of the Boston Wheelmen, a large touring and racing club affiliated with the Amateur Bicycle League of America. Also inaugurated that year were the Federated Bicycle Clubs on New England and the Blue Hills get-together mentioned in the May bulletin. A great impetus to cycling was given by the Best-All-Rounder competition, based on the system used in England.

Unpaced time trials were held at distances of 12 $\frac{1}{2}$, 25, and 50 miles. Each A. B. L. of A. club had its preferred course, and the Boston Wheelmen used Rt 1 south of Dedham. This was obviously a very fast course, although I think some of the boys considered the course used by the New Bedford Wheelmen a better one. Nearly every Sunday all summer long there was a time trial somewhere. Competition among clubs and individuals was keen. Results were tabulated at the end of the season. The Worcester Cycle Club sponsored the first B. A. R. banquet, as a result of the 1936 competition, at the Hotel Bancroft in Worcester in the winter of 1937.

The following year the Boston Wheelmen sponsored the banquet at the Hotel Lenox. Other highly successful Best-All-Rounder Banquets were held in subsequent years by the North Quincy Wheelmen at a social hall in Wollaston, by the Yankee Wheelmen at a club way out Plainfield Street in Providence, and by the Blackstone Valley Wheelmen in Woonsocket.

Also in the 1930s there were two well publicized races which started and finished in the Fenway. One of these was of approximately 100 miles and proceeded to a turning point in the town of Oxford, Mass. This race drew riders from outside of New England. One of these races was followed by a banquet in the Boston Opera House building at which "Mile-a-Minute" Murphy was a guest. I do not have the exact facts here, but it was Murphy, you know, who many years ago rode a mile in less than 60 seconds over a specially prepared surface behind a train on the Long Island Railroad.

The first Century Run of the Boston Wheelmen went to Brookline, New Hampshire, and Hollis. If I recall correctly, there were 27 starters, and 26 finishers, including three girls. The Boston Wheelmen also conducted an overnight trip to Wells Beach, Maine. A small group, including two girls, enjoyed this trip. We stayed at Littlefield's Tourist House, a fine old farmhouse at the junction of Rts 1 and 9B. (Farmhouse and barn are now gone.)

The Boston Wheelmen were also interested in safety in bicycle riding. One of their members was the first bicycle rider to be interviewed on the subject of safety in bicycle riding on one of the regular weekly programs of the Lowell Safety Council, and broadcast over station WLLH, Lowell. The date was April 4, 1937.

... More bicycle events of the 30s and 40s in the July Bulletin.

COMING EVENTS - July 16, Sunday. Reserve that day for a day of biking, swimming and buffet dinner at the New England Conference of Health at Magnolia Manor, Magnolia. A beautiful ocean front, fresh water and salt water pool, delicious organically grown food. Bike Ride at 11:00 (Richard Konig, Leader). Meal at 2:30. Reserve now \$5.00 for adults and \$3.00 for children up to 14 years of age. Contact Janet Belsky, 58 Amsden Street, Arlington, for reservations.

FROM THE EDITOR'S CORNER

I would appreciate any ideas you might have concerning the bulletin - and would love to receive lots and lots of articles. No manuscripts returned unpublished! The deadline for my receiving the material is the 15th of the month.

For you compulsive club-joiners, have you considered the American International Cycling Club? They claim to be "the most influential organization in the country administering to cyclist's needs." They provide many benefits: discounts on bicycles, accessories, clothing, etc.; charter flights, bike trains and buses; world wide tour guidance; and more. The price of membership? \$10. The address - P.O. Box 96, Silver Spring, MD 20907.

I happen to be a compulsive book-buyer and the most recent addition to my library is Two Wheel Travel: Bicycle Camping & Touring, edited by Peter W. Tobey and put out in paper by Dell for \$3.00. It includes articles on tires, brakes, power trains, tents, and shelters, sleeping bags - and if you are looking for a subtle way to hint at your next birthday present, leave it open to the page on panniers. Both books and magazines are reviewed and there is a complete camping suppliers index. I think it affords a couple of hours of pleasant and informative reading.

Chatham Press has just published a new book, Bikes, by Steve Henkel. It is a how-to-do-it guide to selection, care, repair, maintenance, decoration, safety, and fun on your bicycle. Well, that's what the jacket says, anyhow. It will cost you \$4.95.

As you probably have seen, The Best of Bicycling! is now out in paperback. If you have not done so, bike to your nearest bookstore and buy a copy - it is full of fascinating and exciting reading.

Happy Cycling!

GOVERNOR'S RIDE

Apparently Governor Sargent will now lead a bike ride from the State House on June 14. I have no uptodate or explicit information on the ride but assume it will start at noon.

We have a problem with some of our members who would like to go on our rides but do not have a car to get to the starting point. If you have a car and may be going on some of the rides, I would appreciate it if you would call me if you could

provide transportation. The following have offered to help if they are going on the ride.

| | | |
|----------------|------------|------------------|
| Frank Williams | Cambridge | 864-4493 |
| Janet McBride | " | 354-1552 |
| Pat Goodwin | Arlington | 646-1408 |
| Rod Huck | Boston | 266-4011 |
| Ralph Galen | Lexington | 862-8663 |
| Irving Pfau | Newton | 969-5965 |
| George Douglas | Abington | 583-1444 (days) |
| Bernie Weisman | Belmont | 484-9600 |
| Maria D'Ovidio | Somerville | 666-0392 |
| | | 223-7386 (night) |

Norman Satterthwaite, Coordinator - 773-3068

CYCLING IN SOUTH AMERICA,

by Ian Hibell, Al Bishop and John Bakewell

(In preparing for HEMISTOUR, we recently made contact with Ian, Al and John, who are doing their own HEMISTOUR in reverse. Starting in Tierra del Fuego, at the tip of South America, they have cycled as far as the Panama Canal, and are planning to end their tour in Alaska. Excerpts from their letter follow - John Likins)

We can certainly give you the information about South America that we so vainly sought ourselves, in planning this ride from New Zealand.

Customs formalities and bicycle permits: No country yet has bothered us to get a permit and in general customs have let us in and out with no trouble. The few exceptions on the way demanded papers that were supposed to have been given to us on entry. A sudden lack of Spanish on our part, not difficult for us to manage, and an incredulous surprised and injured air saved us further bother and always get us through. We have yet to have our first customs check and our gear examined.

Spare available: Not knowing the type of gear you are using I will just say that tyres and rims could be a problem. We use English K-2 rims (27x1 1/4", 40 rear, 32 front) and unfortunately local tyres to fit these rims are only available here in racing mad Colombia, and of course too light for heavy touring. Unless we had carried plenty of spare tyres, carried and distributed along our route we would have been in the soup. We have been using Michelin Sport H. P. tyres on alloy rims. We would recommend steel rims for a rider over 168 lbs.

Allow seem to flex under load and breaks spokes galore. Another answer could possibly be to use 27x1-3/8" rims with heavier tyres but we are reluctant to lose the performance of the narrower tyre particularly during a THREE DAY CLIMB!!

Cooking: We can cook a three course meal on two 1/2 pint Swedish Primus stoves. The stoves operate on kerosene which we have found in most cases easy to obtain when you discover who sells it. This varies from district to district and country to country. I prefer kerosene stoves.

Food: We carry up to thirty days supply of N. Z. -bought dehydrated food (meat, vegetables and soups). This assures a meat meal every other day, for otherwise we would have to be vegetarians. Sometimes we have gone without seeing meat in the shops for weeks at a time. Our diet is generally monotonous. Locally bought vegetables, potatoes, greens and carrots. When we don't use meat we substitute with eggs, and if we fail to reach a town to restock as planned, we can fall back on our dehydrated food and rice. Breakfast is generally porridge (oats) and lunch soup with Canadian flapjacks to follow, or plain bread and fruit (in fruit countries). We now hate porridge and Canadian flapjacks! A warning here. We had the dehydrated food sent out from N. Z. to pick-up points at Santiago (Chile) Lima (Peru) and here in Bogota. The consulates all warned us against this but luckily and unusually all the food arrived and after long and exhausting customs formalities, was successfully imported.

Clothing: Shorts. Sure you get whistled at when you wear them but to say they were "quite out of the question" is a gross exaggeration, by somebody who has never tried to climb a mountain in the tropics. We have worn them continuously and only succumb to local custom when shopping or staying in a town for a few days. We don't like the whistling but quite honestly would have found the ride impossible if attempted wearing longs. It has proved difficult enough at times without the discomfort of overheated thighs.

You can count on using the same clothing you would during an American (north) summer. Short sleeve shirts, shorts, but take along a sweater (possibly one heavy and one light) a jacket (we use cycling jackets from England, Sartor, as advertised in CYCLETOURING). We find a nylon anorak a good thing to have, useful around the campfire in the evening chill in colder climes and good to have for those rare long downhill swoops. A wool balaclava hat keeps the ears warm but down in the extreme south wool gloves didn't always prove adequate and we were glad to use some ski gloves we had along. For rain - a quite rare event during most of our South American tour - we carry plastic capes, but in the tropics you get so sweaty wearing them it's almost better to get wet.

Do bear in mind in planning your ride through the tropics that even on the equator in Ecuador you climb on by snow capped mountains and in Peru you will be climbing many passes approaching 15,000 ft. Chilly, once on top! There isn't anything quite as definite as a South American summer by the way. Every locality has its own climate depending of course on its height and its own peculiar geographical position. For instance the Atacama desert is very much affected by the Humboldt Current. It can be overcast on the coast but flaming hot inland on the plateau while only a few miles to the south it could be snowing in Santiago. Down in Patagonia the only comfortable time to arrive is in their mid-summer period. Late November to Feb. is the time. It blows like hell during this period but if you arrive any earlier or later you might miss the winds which will quieten, but die of frostbite. However the list of clothing I gave has seen us through one temperature extreme to the other and it is only now that we are wondering if one really needs to carry a sweater and jacket through Panama.

Spares: a return to this subject. We use Regina freewheels of 14-17-20-25-31

teeth sprockets. You definitely CANNOT buy that range down here. Ordinary range blocks are generally available in the capital cities but would not be much use to you unless you were either terribly strong or keen to walk up all the mountains. In South America you just climb one after the other so you would be doing a lot of walking. Not really much sense if you came down to ride a bicycle. You can get spokes to fit a standard K-2 rim but it sometimes means a long hunt. I carry enough to completely spoke a wheel if necessary - it was once!

In planning this ride I insisted that my two New Zealand companions settled on buying identical equipment to my own. They agreed in the obvious advantages of this move and it has paid off. We only need one set of tools and it simplifies the spares situation and we save a lot in weight. One last point. The usual bolt-on luggage carrier is a curse on the roads we have experienced. If the carrier has a "whip" riding can be tricky.

A SINCERE THANK YOU

I wish it were possible to thank each person who helped on the Ride A Bike For The Retarded Day personally. As a matter of fact there will be many members of the League who are not CRW members who may not even see this message.

Sunday, April 30th was an unusually fine day in many ways. The weather, the volunteers, and the riders were superb in every way. Thanks to the many organizations that helped MARC in this fund raising event the campaign was a tremendous success. Oh yes, I forgot the sponsors who were there when needed. Without them the Massachusetts Association for Retarded Children would not have replenished their depleted bank account.

Many members of the CRW and the LAW throughout the state of Massachusetts and Rhode Island did little riding on the 30th, but filled many a tire and oiled many a chain for a child or adult who rode for MARC. To these in particular I say A SINCERE THANK YOU.

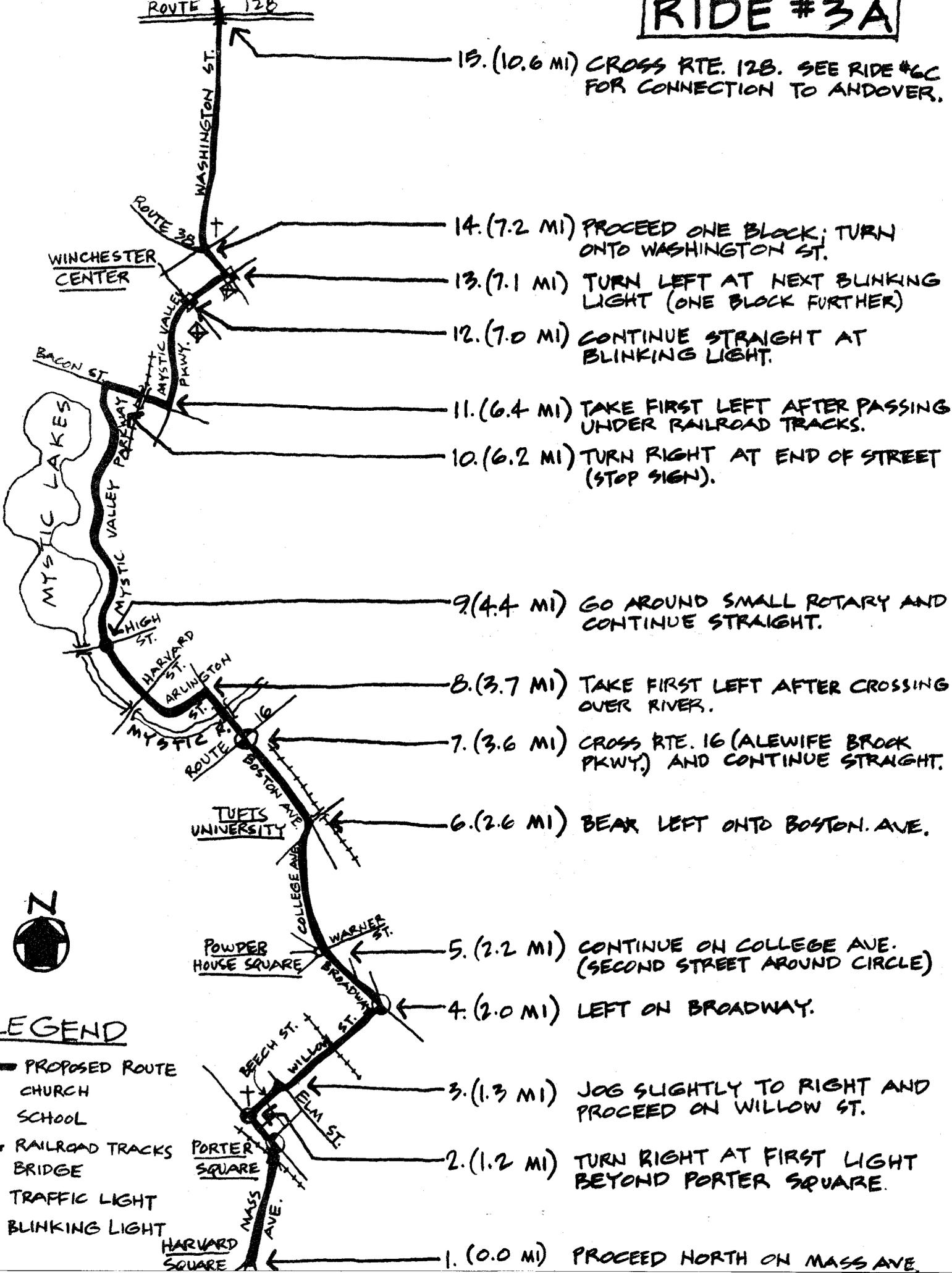
Ralph W. Galen, D.D.S.
New England Vice President
League of American Wheelmen

CHARLES RIVER WHEELMEN BICYCLE ATLAS

Rod Huck and I have been discussing the idea of having the Club publish an atlas which would include 50 or so bicycle rides, submitted by interested members, to help cyclists familiarize themselves with good backroads, especially in and around Boston. The idea was to sell the atlas at cost or for a slight profit. Now it turns out that the Massachusetts Department of Natural Resources is interested in assisting with the development of a "Compilation of Bicycle Rides", the printing of which is to be financed with state funds.

The map opposite is my own idea of what one page of this compilation might look like. All distances would be included in the written description, but the map itself would not be drawn to scale; rather it would show intersections and other fine points in detail as necessary. I think one part of this atlas should consist of a series of routes (little traffic, well maintained) from the center of Boston or Cambridge out to the suburbs in every direction, for the sake of cyclists who don't own cars. Write Keith French, 67 Highland Ave. #6, Cambridge 02139, call me at 868-8723.

RIDE #3A



15. (10.6 MI) CROSS RTE. 128. SEE RIDE #6C FOR CONNECTION TO ANDOVER.
14. (7.2 MI) PROCEED ONE BLOCK; TURN ONTO WASHINGTON ST.
13. (7.1 MI) TURN LEFT AT NEXT BLINKING LIGHT (ONE BLOCK FURTHER)
12. (7.0 MI) CONTINUE STRAIGHT AT BLINKING LIGHT.
11. (6.4 MI) TAKE FIRST LEFT AFTER PASSING UNDER RAILROAD TRACKS.
10. (6.2 MI) TURN RIGHT AT END OF STREET (STOP SIGN).
9. (4.4 MI) GO AROUND SMALL ROTARY AND CONTINUE STRAIGHT.
8. (3.7 MI) TAKE FIRST LEFT AFTER CROSSING OVER RIVER.
7. (3.6 MI) CROSS RTE. 16 (ALEWIFE BROOK PKWY.) AND CONTINUE STRAIGHT.
6. (2.6 MI) BEAR LEFT ONTO BOSTON AVE.
5. (2.2 MI) CONTINUE ON COLLEGE AVE. (SECOND STREET AROUND CIRCLE)
4. (2.0 MI) LEFT ON BROADWAY.
3. (1.3 MI) JOG SLIGHTLY TO RIGHT AND PROCEED ON WILLOW ST.
2. (1.2 MI) TURN RIGHT AT FIRST LIGHT BEYOND PORTER SQUARE.
1. (0.0 MI) PROCEED NORTH ON MASS AVE.

LEGEND

- PROPOSED ROUTE
- ⊕ CHURCH
- ⊙ SCHOOL
- +— RAILROAD TRACKS
- BRIDGE
- TRAFFIC LIGHT
- BLINKING LIGHT



JUNE EXPIRATIONS

Robert Anderson - Bernard Carver - Marguerite Conrad - John Falcone - Edward Handy - Barbara Johanson - Dr. William Lazenby - Tunney Lee - Amy Mahlowitz - Carolyn Mathews - Chester Mitchell - Mini Polumbaum - Elaine Ringer - David Robbins and David Rosenberg.

NEW MEMBERS

| | | | |
|--|----------|--|----------|
| Patricia McGrane 62 Gordon Street Allston 02134 | 254-1382 | Ronald A. Partridge 33 Nicholas Road Braintree 02184 | 843-3883 |
| Sandra Joyce 33 Winchester St., Apt 2 Boston 02116 | 482-2473 | John and Mary Grant 27 Garland Avenue Malden 02148 | 324-8872 |
| Toby Paddock 312 Walden Street Cambridge 02138 | 491-4894 | Robert A. Mosher 374 Crescent St., Apt 3 Waltham 02154 | 894-5739 |
| Maria D'Ovidio 249 Summer Street Somerville 02143 | 666-0392 | Fred Roy 53 Blaney Street Swampscott 01907 | 595-6420 |
| Harold Kastle 66 Comm. Park West Newton 02159 | 969-9865 | D. W. Stapleton 8 Turtle Lane Dover 02030 | 785-0534 |

CHANGE OF ADDRESS

| | |
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