



THE CHARLES RIVER WHEELMEN

131 MOUNT AUBURN STREET • CAMBRIDGE, MASSACHUSETTS 02138

SUNDAY, AUGUST 13 - 11:00 A.M. . . Rain date from August 6.

This ride will be run only if August 6th ride was rained out. See July bulletin for details. Leader: Norman Satterthwaite, 74 Sixth Ave., Quincy. 773-3068.

SUNDAY, AUGUST 13, 11:00 A.M. Ride around the Plymouth area. There will be 3 lengths available - 43 miles - 37 miles and 28 miles. Ride goes by the entrance to Edaville R. R. for anyone who might wish to go in. Ride starts at Plymouth Airport with free all day parking. Directions: Follow Rt 3 to Exit 38 and go left on Rt 44 1 mile to side road left. This is Seven Hills Road and has signs to Myles Standish and the Airport. 0.7 mile take fork right then 1.8 miles to Airport entrance on left.

9:00 A.M. - Added Attraction . . . There will be glider flights available at the airport for those who wish to arrive earlier before the ride. Leader: Dalton Harrow, 659-4464.

SUNDAY, AUGUST 20 - New Member (Get Acquainted) Ride or Sleepy City Ride (Experiment #2 - Metro Ride). Enjoy a super-leisure - 12 miles - scenic trip through Boston and South Boston. The location of the ride was chosen to especially accommodate in-town members who depend wholly on their bikes for exportation. However, all CRW members - new and old - are invited. Remember the prime objective of this ride is to GET ACQUAINTED. Old members are requested to single out a new member, introduce themselves and then introduce the new member to others. We're a friendly group, let them know it.

There will be three starting points as follows:

1. 7:45 A.M. From First National Store on Washington Street near corner of Washington and West Roxbury Parkway in Roslindale. Leader: Joe Stanewick, 364-4432
2. 7:45 A.M.. From corner of River Street and Memorial Drive, Cambridge. This is across the river from the Coca Cola sign. Leader: Dave Bailey, 868-3529
3. 8:00 A.M. From Sears Roebuck on corner of Park Drive and Brookline Ave. in Boston. Leader: Rod Huck, 266-4011

Each will proceed to the Boat House, Jamaica Pond, Boston. Leave there at 8:15 A.M. to Hatch Memorial Shell at 9:15 (late risers can meet there). On to Pleasure Bay in South Boston for brunch and chatter and return to Jamaica Pond by 11:00 A.M.

SUNDAY, AUGUST 20, 11:00 A.M. 65 mile ride from Jamaica Pond boathouse to Woonsocket, R.I. and return. This can be considered a tune-up for the National Century coming up in September. Leader: Dave Bailey, 868-3529.

SATURDAY, AUGUST 26. Heritage Tour through historic Lexington, Concord, Carlisle and Lincoln. 10:00 a.m. Long Ride - 70 miles. ... 2:00 P.M. Leisure Ride - 25 miles. Meet at home of Dr. Ralph Galen, 46 Marrett Rd., Lexington. From Cambridge take Mass. Avenue, turn left on Rt 2A (Marrett Rd.). From Waltham take Lexington Street (Waltham St. and turn right on Rt 2A (Marrett Rd.) Chicken-Delight dinners, beer and soft drinks will be purchased at end of ride for those who wish to stay, cost will be between \$2 and \$3. Reservations, therefore, will NOT be necessary. Leader: Ralph Galen, 862-8663.

SUNDAY, SEPTEMBER 3, 11:00 A.M. Danvers Plaza to Benson's Ice cream stand and return. This is a 29 mile ride through Danvers, Middleton, Boxford and Topsfield. Shorter rides of 16 and 22 miles can be accommodated at turnback points for those who do not wish to go the full distance. Shorter rides do not get to Benson's. Along the route is an old saw mill which might be of interest as a spot to stop. Danvers Plaza is on Rt 1, the Newburyport Turnpike, 5 miles north of Rt 128. Leader: Howard Moore, 324-3477.

SUNDAY, SEPTEMBER 10. Trip to Martha's Vineyard Island 9:15 a.m. meet at town parking lot at Falmouth Center using the entrance nearest the Post Office. Group will then bike the 4 miles to Woods Hole and board the 10:15 a.m. ferry to Vineyard Haven. With the stipulation that the group go and return together, a group rate of \$4.40 round trip (including bike) is available. This rate less than half price. Advise Bob Shave either by phone or note no later than August 31 if you plan on making the ride so he can make the proper reservation. Leader: Robert Shave, 770 Oak St., Brockton, Mass. 02401. tel: 583-1739.

SATURDAY & SUNDAY, SEPTEMBER 16, 17. New England Rally - Loon Mountain, N.H. This is a big weekend of bicycling. Century rides are scheduled for each day, leisure rides of 15, 20 and 40 miles are available, a hill climb up Kancamagus Mountain, a barbeque and pop corn social Saturday night, and other activities are planned. Awards will be given for the hill climb and century race with special awards for over 40 and under 16. A patch will be given for completion of a 100 mile ride. More in next bulletin.

EXPERIMENT 1 - C R W VOLUNTEERS (name change)

The Saturday morning rides will continue in August starting at 8 a.m. from the Jamaica Pond boathouse to Dover Common. The format is the same.

Dates: August 5, 12, 19 and September 9

Time: 8 - 9 a.m. Ride from Jamaica Pond to Dover Common

9 - 10 Workshop at Dover Common

10 - 11 Ride back to Jamaica Pond

NOTE: Invitation includes anybody and everybody who would be interested in volunteering for a job with the Club. You name your available time and the officers and directors will make every effort to find you a job that will accommodate it.

HEMISTOUR ... Report No. 1

Five cyclists showed up Friday evening, June 16, for the 20,000 mile leisure ride from Anchorage, Alaska to Tierra del Fuego, Argentina: Dan and Lyssie Burden, from Missoula, Montana, Greg and June Siple from Pittsburgh, Pennsylvania, and myself.

The group warmed up cycling around Alaska's capital city, Juneau, before flying to Anchorage. In Juneau we stayed at Alaska's only youth hostel - soon to be destroyed to make room for government office space. Juneau is a town of 12,000 located on a very small section of flat land with huge mountains rising directly in back. A snowfield extends for miles east of Juneau, forming many glaciers and ice-falls. The group cycled out to the most accessible glacier, Mendenhall, shortly before departing by plane.

On the way to Anchorage we were lucky to see Glacier Bay National Monument, as the plane flew directly overhead in clear weather. Hundreds of glaciers and icebergs surround the frigid waters of the bay.

Anchorage is a larger city, but not of particular interest - being largely an arctic transplant of middle-class American culture, heavily influenced by the business and military communities. We met dozens of very friendly people in the city, though, including Larry and Sharon Ermold, who put us up in their camptrailer for two days, and fed us fresh salmon, caribou, sourdough, and other Alaskan specialties.

Cycling began with an unfortunate incident - half of our equipment was stolen the first night out of Anchorage, in a campground. We lost all our tools, two weeks' supply of food, three sets of panniers, and 50 rolls of unexposed film. We still had our cameras, bikes, tents, and sleeping bags, though. Dan called his brother-in-law in Missoula, and Hartley Alley, of the Touring Cyclist Shop, and we had full replacements five days later at Mt. McKinley National Park.

Weather prevented a really clear view of the 20,300 ft mountain. We did however see a great deal of fine scenery on the way and many birds and animals - moose, foxes, arctic ground squirrels and ptarmigans. After visiting the park, we traveled over two mountain-ridge highways which probably gave us the best cycling so far - the Denali Highway in Alaska and the "Top of the World Highway" in the Yukon Territory. To date we have cycled 750 miles - mostly on rough gravel roads, in Alaska and the Yukon.

Dawson City, in the Yukon, the scene of the 1898 Gold Rush, is a very well preserved frontier town at the confluence of the Yukon and Klondike rivers. It has boardwalks, false-front buildings, dusty streets, and very friendly people. Now a town of only 700, it once teemed with 30,000, all searching for gold. For a small town there is a vast amount to see and do - a must being the melodramas presented at the restored "opera house", much as they were performed for the miners of '98.

Many people have asked us about road conditions in the north. Generally it has been fairly easy to cycle on these roads if we don't try to hurry. We use 26 x 1-3/8" wheels and tires for stability and strength, and cover our mouths with bandanas for dusty roads. Flying gravel and potholes are not too hard to handle on bikes, although an occasional inconsiderate driver who tries to do 70 mph on the gravel can throw up a lot of dust. By and large the motorists have been very kind to us though. Temperatures are in the 60s and it never gets dark.

We are riding two Peugeot's and three Gitanes, with gearing of 30 to 95, with wheels built by a mechanic in Missoula. We've had one flat tire each, but no broken spokes or other mechanical problems to date. Our tents and sleeping bags - by Warmlite of Woodland Hills, Calif. - are light and quite roomy. Our panniers, from Hartley Alley in Colorado, have also held up well - and are certainly far ahead of any other panniers I've used or seen. TA handlebar bags and one set of Sologne front panniers (for me) complete our equipment.

We carry one week's supply of dehydrated and freeze-dried food - about 75 lbs. and about 125 lbs. of personal gear. Divided 5 ways, this means we carry about 40 lbs. each of gear at the beginning of the week, 25 lbs. at the end. Food was mailed ahead at one week intervals, based on our average speed of about 50 miles per day. (Our best days so far: 75 miles on gravel, 84 on pavement). This was done in the north because of the high cost of food, and the unavailability of lightweight foods. From Calgary south we plan to buy food locally.

Next month: More on the Yukon. I'll be glad to answer specific questions on Hemistour. Send them by the dates given below, c/o General Delivery:

August 7 Jasper, Alta., Canada

August 21 Calgary, Alta., Canada

Or, after that, c/o Hemistour, 317 Beverly, Missoula, MT 59801

John Likins, July 5, 1972. Dawson City, Yukon Terr., Can.

There are several additions to be made to the list of Committees and Chairmen:

Bob Bohlen is chairman of the Century Ride and Orin Cunningham is V.P. of Communications. There are still many slots waiting to be filled - won't you volunteer? See the appeal below.

Please do make a note of the following dates:

SUNDAY, OCTOBER 1. First annual CRW Clambake. Keep this date open - this will be a chance to get your non-cycling family and friends out to meet the cyclists who keep you away on Sundays. Rides will be scheduled to and from the bake and shorter rides will be held during the day for those who drive. Hopefully, a very short ride of a few miles will be held for those who bring children. We are still looking for a spot to hold it - we have a few ideas but nothing definite. If you know of a place that would be suitable, call Mary Jane Bohlen at 1-543-4626. Don't forget - Sunday, Oct. 1 - let's make it a big success. Full information will be forthcoming in next month's bulletin.

JANUARY 18, 1973. This is the tentative date set for the "First Annual" CRW Awards Banquet. Alan Barkin (V.P. - Human Resources) is presently putting together an awards committee. Anyone wishing to serve, please contact Alan. Mary Jane Bohlen (V.P. - Special Events) promises this will be an excellent social evening. If you wish more info or want to lend a hand, call Mary Jane (see below). This date is also designated to be the CRW Inc. official Annual Meeting.

LAW CENTURY RIDE

Bob Bohlen has again been appointed chairman of the Century Ride Committee. A meeting for all those who wish to be a part of this year's committee will be held on Wednesday, August 9th, 8 p.m. at 30 Baker Street, Foxboro. Please call Mary Jane for directions - at home (after 7 p.m.) 1-543-4626 or at work (Boston) 266-2681. For all those who had any complaints regarding last year's Century Ride, this is your chance to help make Century Day 1972 the best yet - please join us.

SPECIAL PROGRAMS

I am looking for members who are interested in getting a good social program going. The CRW has grown to the point where there is really little time for socializing. When I first joined the club there would be maybe 15 or 20 on a ride. We would meet usually at someone's home, stay together on the ride, and return to the host's home for refreshments after the ride.

Now we meet in parking lots and as the faster riders get back to the finish, they pack up and leave. There is no longer time for exchanging ideas or even just enjoying the company of fellow cyclists.

I feel there is a lot we can all do to keep the club active year round, and, most importantly, to enable new members to get to know the rest of the club. Members are needed to head up the following committees: Winter Activities, Indoor Programs, and Social Events. If you feel you would like to help but don't want to chair a committee, we need your help also! If you don't have time for either, but have ideas for activities, please let yourself be heard! Call me at work (9 - 5) at 266-2681 or at home after 7 p.m. 1-543-4626. I will be on vacation from August 7 to 11, so you won't be able to reach me at the office that week. Members are needed NOW to work on plans for the 1st Annual Clambake to be held on Sunday, Oct 1. Call me - your help is needed.

Mary Jane Bohlen, V.P.
Special Programs

MORE CYCLING EVENTS OF THE 30s and 40s

by Howard Moore

Bicycling activities of the 30s and 40s did not always mean races or long rides. On April 27, 1939 I gave a general talk on bicycling before the Boys' Club of Brookline High School. On the same program Miller W. Robb, president of the Cambridge Cycle and Sports Club, showed slides and movies of events conducted by the Boston Wheelmen. Also included were movies of James Armando on his ride up Mt. Washington.

Within the past year or two considerable publicity has been given to record breaking rides up Mt. Washington in two hours or less. The first man to bicycle up Mt. Washington, so far as we know, was James Armando of Hartford. The date was June 27, 1936. Armando was 38 at the time. He started from the toll office at the base at 6:08 a.m. and reached the summit in 2 hr 20 min. without stopping.

The mountain was also ridden in that same era by Maurice Chase whom I

mentioned in the June bulletin. Chase, while bicycling the full route, did not have the multiple gearing arrangement that Armando used, and so was forced to dismount several times. However, you see that bicycling up Mt. Washington is not a new idea at all.

Also on the agenda in those days of yesteryear were turkey runs. On Nov. 19, 1939, there was such an event in the Woonsocket area. The mileage was a mere eight, so distance is not important, but it was fun, at certain specified locations to search for envelopes containing numbers. Nineteen riders participated in this event and three live turkeys were awarded. Harry Tatro of Providence was the top winner.

One week later, Nov. 26, 1939, was a big day in Framingham. Leon J. Landry, then in business at 182 Howard Street, sponsored a turkey run with excellent publicity. At 2:15 p.m. 54 riders of various ages bicycled out of downtown Framingham and covered a 15-mile course that included parts of Ashland and Southboro. Of particular interest to me on this occasion was the cycling ability of a little girl of 8 years. She had an English bicycle of proper size and easily rode up the little hills that some of the girls of high school age with their balloon-tired bicycles had to walk.

Since writing the article for the July bulletin I have come across the figures for the final standing of the Best-All-Rounder competition of 1937. I will not give you the figures for the individual riders at the three different distances, but the club standings only and miles per hour. Also, there are three clubs I neglected to mention in an earlier article. The top four clubs in the 1937 final standing:

1. Franklin Cycling Club	22.536 mph
2. Concord Cycle Club	22.238 mph
3. Fairlawn Cycle Club	21.354 mph
4. Boston Wheelmen	20.744 mph

The club standings were determined by the average speeds of the three fastest riders of each club at distances of 12½, 25 and 50 miles as a result of the competition of the racing season. The three fastest riders of the Boston Wheelmen were Roger Corey, Dalton Harrow and Dr. Edgar L. Abt, the Boston dentist whose idea it had been to form the Federated Bicycle Clubs of New England.

While doing recent research, I also came upon the newspaper clipping of the 100-mile race of Labor Day Sept. 6, 1937. This race started and finished in the Fenway and the fastest time was 4 hr 24 min 11 sec, by Marcel Vogt of New York. Locally, the fastest man was Jack Woolner of Worcester. His time was 4:44:10. The account states that I placed 16th in 5:20:09.

..... More doings of yesteryear in the Sept. Bulletin.

SHORT ITEMS . . .

For 45¢ you can order "Bicycling for Recreation and Commuting" from the Supt. of Documents, U.S. Govt. Printing Office, Washington, D.C. 20402. It is a joint

publication of the Interior and Transportation departments that examines methods of planning and funding bikeways, legislation on biking, and problems of bike theft and safety. It also contains a map locating 29 trails designated as part of the National Recreation Trails System, a history of bicycles, and a bibliography.

In the May-June 1972 issue of Wilderness Camping there is a new products review of bicycle panniers and day pack put out by Trail Tech, a division of Esskee Products Co., Inc., makers of lightweight backpacking equipment. The rear pannier bags are light - 21 ounces - well-made (all seams are reinforced with nylon piping, with double stitching at all stress and load bearing areas). There are two zippered rear pockets, one on each bag. They are priced very realistically at \$19.95. The day pack weighs 8 ounces and sells for \$11.95. They are both made of urethane coated, heavy duty, waterproof, royal blue oxford nylon. The same company also markets a waterproof cycle cape, chaps and stuff bag. Don't know, however, where to find them!

I, your editor, would be interested to know if any of you have tried "Sole-Saver" or Black Strap Adhesive Coating for, among other things, re-cycling your tires. It is claimed to make tires last a lot longer - and I for one have several tiny holes on the outside of my tubulars that I would like to fix before the fabric begins to show through. In any case, I have sent for some, so if anyone knows of any reason why I should not use it, please let me know! You can also use it to re-sole your shoes, repair boots, canvas, tents, boat decks, wet suits, etc., make knee patches for work pants, or, by adding to your jogging shoes, take the jolts out of running.

FOR SALE -

1 set unused drop handlebars, complete with hand brakes and cables from new Atala bike. Contact Bernard Weisman, 104 Winter Street, Belmont ... 484-4517

ATTENTION!!

I have a report by Ralph Galen that was given at a public forum session of the Bureau of Outdoor Recreation in Boston on June 29, 1972 as a participation of the interested public in the development of a nation-wide outdoor recreation plan called for by public Law 88-29. It is just too long to include in the bulletin. I would, however, be more than happy to send a copy to anyone who wishes to read it.

THE LAZY CYCLIST

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

Quite a large part of a cyclist's pedaling effort is due to air resistance. And so the effects of wind are of much interest to the efficient cyclist.

A strong headwind is worse than a steep hill. It is largely invisible, so there is no feeling of triumph and no grand view when you reach the top. In fact, it may not have a top at all - it's a rare hill that is more than a few miles long, but you may

have to fight the wind for dozens of miles on a day trip or for hundreds of miles on a long tour.

Even light breezes can be important. Suppose you are spinning along at 16 miles per hour on a calm day. You feel a 16 mph wind in your face, of course, no matter which direction you go. Now suppose a 5 mph breeze springs up right behind you. The same amount of effort will now move you faster, so you gradually accelerate to 20 mph. Your speed relative to the air is now $20 \text{ minus } 5 = 15 \text{ mph}$, so you still feel a 15 mph wind in your face! You are benefiting from a tail wind, even though you can't feel it. For those interested in theory, the apparent wind felt by the cyclist is the vector sum of the breeze due to the bike's motion through the air, and the true wind.

Don't hesitate to shift gears in response to wind. If you are on what looks like level ground and the bike seems to want to slow down, you probably have a headwind. So shift down until your pedal speed is up to normal again.

Two or more cyclists can make pedaling much easier for themselves by taking turns at following each other's wheels. This 'slipstreaming' procedure helps the most against a headwind, but it is of some value almost always.

When you follow another cyclist, you want to cycle in the wake of disturbed air trailing off behind him. There is usually at least a slight crosswind, so this wake is often off to one side a bit. You can find it by listening to the wind in your ears. Clean, solid air makes a steady swish sound. Broken air makes a fluttering sound. When you hear this irregular sound in both ears, you are right in the groove. If the wind is puffy or shifty, the wake will keep shifting its location, just to make things difficult for you.

Once you have found the right position, you will probably be able to shift to a higher gear and just loaf along with very little pedaling effort. You will still have to downshift for slight hills, of course.

When slipstreaming, you should use the low position on your bars and keep two fingers of each hand on the brake levers so you can brake instantly at any time. The lead cyclist has a better view of the road, so if he slows down suddenly, hit your brakes first and ask questions afterwards. Likewise, if he swerves to one side, follow him - he has probably spotted a pothole or glass or something. If he does a real panic stop without warning, your best bet is to steer to one side of him while doing a panic stop of your own. Many of the same reactions you use in your car on the expressway will apply here too.

The lead cyclist blocks your view of the section of road just ahead, but now and then you can peek around him and look way up the road. You will be able to see any large potholes, railroad tracks, or whatever. Then a few seconds later when the leader maneuvers to avoid the hazard, you won't be taken by surprise. Also watch the rear wheel in front of you, and watch the road as it comes out from under the cyclist ahead. If you spot a stone or a piece of glass at the last instant, you can usually

steer a couple of inches to the side and avoid it. Don't try to go more than a few inches out of your way in this manner, or you risk losing control of the bike. A flat tire or a dented rim is preferable to a fall at high speed, after all.

Get in the habit of listening to the bike ahead. If you hear a derailleur shifting, you know he has relaxed his pedaling for an instant, so you will have to slow down a tiny bit too. You may want to shift gears at the same time he does. If you hear a free-wheel clicking, be on guard - he may be about to hit his brakes. And of course if you hear the sound of his brakes, you use yours too.

Don't get too close. In track racing, team members often follow each other with only a few inches between tires, but they have trained together for months in most cases. On a public road with a random collection of cyclists you don't dare ride that close. How close you do go depends on how well you know the cyclist ahead. Some can be trusted to within a couple of feet, while some inexperienced cyclists are dangerous if you are within ten yards! Remember that even if the two bikes almost touch tires, you are really still 6 feet away from the other cyclist, and you get nearly as much slipstream effect at 8 or 9 feet as at 6. Even if you are two or three bike lengths back you will be helped some. So riding a few inches closer is just not worth the extra wear and tear on your nerves. If you make a mistake and your tire touches the bike ahead, you are likely to fall. The other bike probably won't.

Slipstreaming behind motor vehicles can sometimes be done, though usually they go too fast to catch. Cars also act differently from bicycles. The one you are following may lead you across a monster pothole that doesn't bother him at all, or may stop quicker than you can, for example.

Sometimes on a long downhill stretch you can go faster if you tuck yourself into a streamlined shape and coast. Just lean down until your shoulders almost touch the bars, and keep elbows and knees in close. If you coast in cold weather, though, you risk chilling your legs.

When you climb a steep hill you are moving rather slowly, and wind is likely to be unimportant. So that is a good time to use the high positions on your handlebars, which under normal conditions involve excessive air resistance. Another time to sit up straight and forget about slipstreaming is the rare occasion when you can actually feel the wind behind you.

On a hot day in hilly country a tailwind can be a nuisance, believe it or not. You find yourself climbing each hill in what seems a dead calm. The air moves along with you, and cools you not a bit, just when you need a breeze the most.

Items for this column should be sent to 381 Western Ave., Cambridge 02139 or phone 868-3529.

NEW MEMBERS -

Jennifer Johnston 97 Myrtle, #4 Boston, Mass. 02114	723-7329	Frank J. Ashe and family 173 Storrs Ave. Braintree, Mass. 02184	843-3769
Abbott W. Lahti 56 Bellis Circle Cambridge, Mass. 02140	491-7647	Edward & Paula Gross 38 Moreland Ave. Newton Centre, Mass. 02150	
Robert E. Burden 541 Commonwealth Ave. Boston, Mass.		John M. Flannery 173 Bay State Road Boston, Mass. 02215	266-3466
Allen L. Brown, Jr. 49 Lawrence St. Boston, Mass. 02116	261-2924	Charlotte Tannheimer & fam. 64 Bloomfield Street Lexington, Mass. 02173	862-7732
Wendy Silverberg 40 Clifton Street Cambridge, Mass. 02140	547-0257	Greg Albert P.O. Box 184 Malden, Mass. 02148	324-1594
		Fred and Joyce Cox 484 Brookline Ave. Boston, Mass. 02215	734-2677

AUGUST EXPIRATIONS -

John Ames III - Joseph Balonis - Joshua Blumenthal - Bob and Mary Jane Bohlen - Charles Christenson - Gregory Dansak - Jim and Rose Emerson - James Evans - Michael Haritos - Deborah Kahn - Jerry Littlefield - Arlene Lucero - Steve Power - Kathy Renwald - Lorraine Ricciardi - Carol Storrs - Ronald Tucker - David Wiggins - David and Ellen Zavidil.

You are given one month's grace period on renewals. Please submit your renewal checks to: ANN MURPHY, 15 HARVARD RD., BELMONT 02178