

AUGUST 1973

NEWS, ARTICLES, WANT-ADS by the 15th of each month to the editor:
John Likins, 122 Falcon Street, East Boston 02128 - (567-2641). Type your material if at all possible.

CRW VOLUNTEERS. Last year's Saturday morning Volunteer Rides will be repeated this year. Format will be the same. Invitation is extended to anyone and everyone who would be interested in volunteering for a job or who has any ideas they would like to contribute to CRW. The workshop meetings will be held at Dover Common from 9:00 to 10:00 Saturday mornings. Those who wish to ride out in a group may meet at the Boat House, Jamaica Pond, at 8:00 a. m. Please be prompt!

CAMPING. There are three bicycle camping trips listed in this issue. On each trip we will drive either to the White Mountains or Maine on Friday night and then bicycle on Saturday and Sunday with primitive camping on Saturday night. Two of the trips will start from the Appalachian Mountain Club Harvard Cabin near Pinkham Notch in New Hampshire, and the other will start from a campground in South Waterford, Maine. People will need a tent, sleeping bag, eating utensils and packs to carry things on the bicycle. We try to share stoves and cooking pots. The rides are leisurely so there is plenty of time to enjoy scenery. Fast riders can make a longer loop and meet at the camping area.

ATTENTION THREE-SPEED AND SINGLE SPEED RIDERS. The following is offered especially for you. Mazeikus' Magical Meaningful Midweek Meanderings of Malden, Medford, Melrose (Maybe More) Massachusetts. Also known as "the rides you can truly say Mmmmm about." This is a series of rides for people riding three-speed or single speed bikes - no ten-speed bikes, please - in and about Malden and the neighboring cities. The rides will be from 5 to 10 miles long and will be at a real slow pace, 5 miles will usually be maximum. Meet in front of the Wheel Dealer Bicycle Shop, 339 Main Street (Malden Square), Malden, at 6:15 p. m. each Wednesday evening from now through September. Leader: Richard Mazeikus, 395-8010 (days) and 322-5569 (evenings).

CALENDAR

SUNDAY, AUGUST 5, 8:00 A.M. (Note the earlier time!!) Meet at Fresh Pond, Cambridge, at entrance nearest to the junction of Alewife Brook Parkway and Huron Avenue. Ride through Belmont, Lexington and Winchester. Distance: short-intermediate (approx. 25 miles); pace, moderate. Leader: Janet McBride 354-1552.

SUNDAY, AUGUST 12. Three-ride combination.

Ride 1. Meet at 10 a. m. at Cavicchi's Supermarket, Bedford Street, Abington (Rt 18, between Rts 123 & 27) for a ride to Brant Rock and return. Distance: long-intermediate (48 miles); pace, moderate.

Ride 2. Meet same time and place for a ride turning back at Pembroke Center. Distance: short-intermediate (approx 20 miles); pace, leisurely.

Ride 3. Meet at 11 a.m. (note, one hour later) at Fernandes parking lot, Pembroke Center, to join up with others coming from Abington. Ride to Brant Rock and return. Distance: short-intermediate (28 miles) pace, moderate. Leader: Jack Cassidy, 586-9378.

FRIDAY NIGHT, SATURDAY, SUNDAY, AUGUST 17-19. Bicycle Camping - joint trip with Appalachian Mountain Club. Drive to Appalachian Mountain Club Harvard Cabin near Pinkham Notch on Friday night. Bicycle 50 miles on Saturday and Sunday, with camping on Saturday night. Reserve by August 10 with Dale Knapschaefer, 86 Sargent St., Melrose 02176 (662-9655).

SUNDAY, AUGUST 19. New-Member, Get-Acquainted-Ride, or Sleepy City Ride. Enjoy a 12-15 mile super-leisure (SLO-O-O-W) ride through downtown Boston and surrounding area, including portions of the Heritage Trail. Bring your one-speed, three-speed, 10, 15 or whatever! The prime objective is to Get-Acquainted. All old members are requested to make it a point to introduce themselves to the new members, and the new members, to each other. A refueling pit stop will be scheduled. Starting times: 8:15 a.m., Boat House, Jamaica Pond. Leader: Joe Stanewick; 325-4218. 9:15 a.m. Hatch Memorial Shell, Storrow Drive, Boston. Leader: Rod Huck, 769-0451.

SUNDAY, AUGUST 26, 11:00 A.M. Try again on Jim's rained out 30-miler. Meet at the BPM Shopping Center, corner of Central St. and Rt 138, Stoughton (Rt 128 South to Rt 138 South). Ride goes through Stoughton, Canton, Walpole, Sharon and Easton. Distance: short-intermediate (approx. 30 miles); pace, moderate. Turnoff available for a 20-mile ride for those not wanting to ride the full distance. Leader: Jim Emerson, 344-7364.

SUNDAY, SEPTEMBER 2. Another rain repeat .. of the May 28 Charles to Charles Corridor Ride. Various starting points available - the longest ride going from Boston to Dover and return. Short-intermediate (approx 30 miles). Pace, moderate. Elapsed time: approx. 4½ hours. Picnic optional at Dover Center (bring your own). Drinks can be purchased at the drug store. Starting times: 9:30 a.m. Hatch Memorial Shell, Storrow Drive, Boston; 10:00 a.m., Boat House, Jamaica Pond; 10:30 a.m., Museum of Transportation, Larz Anderson Park, Pond Street entrance, Brookline; 11:30 a.m. Dover Center. Return to Larz Anderson Park by 1:30 p.m. and to Hatch Shell by 2:00 p.m. Because of various meeting points, the scheduled departure times must be observed. Be prompt! Leader: Rod Huck, 769-0451.

SUNDAY, SEPTEMBER 9, 7:00 A.M. (Note the earlier time!) Meet at First National Parking lot, Glendale Square, Everett for a Metro Ride along the shore from Revere to Deer Island. Return via Orient Heights and Chelsea. Spectacular views of Boston skyline and the airport - but watch for glass on the roads. Distance: short-intermediate (approx 20 miles). Pace, moderate. Elapsed time 2½ hours. Longer rides will be suggested after the group returns - through

Medford or Wakefield. Maps will be provided for the Metro ride. Leader:
John Likins, 567-2641.

FRIDAY NIGHT, SATURDAY, SUNDAY, SEPTEMBER 14-16 Bicycle Camping
-joint trip with Appalachian Mountain Club. Drive to the AMC Harvard Cabin on
Friday night and bicycle 35 miles on Saturday and Sunday with camping on Satur-
day night. Reserve by Sept. 7 with Dale Knapschaefer, 86 Sargent Street, Mel-
rose 02176 (662-9655).

SATURDAY-SUNDAY, SEPTEMBER 15-16. New England Area, League of Am-
erican Wheelmen, Cape Cod Rally.

A week-end of bicycling on Cape Cod and Martha's Vineyard is being planned
by the League of American Wheelmen, New England Area, for Sept 15 and 16.
The rally is open to all club bicyclists regardless of LAW membership. Rally
headquarters will be in the vicinity of the Bourne Bridge, just across the Cape
Cod Canal. Scenic rides of various lengths in the Bourne, the Falmouth-Woods
Hole, and the Sandwich-Cotuit areas will be marked out with arrows. Sunday will
be set aside for a day of bicycling on Martha's Vineyard. For those not wishing
to go to the island, a bicycle tour of historic Plymouth and Duxbury will be con-
ducted. To receive a list of motel and camping accommodations, ride descrip-
tions, and registration information, send a self-addressed stamped envelope to
Bob Shave, 715 High Street, Hanson MA 02341. Reservations must be in by
August 31.

Those wishing to reserve only for the excursion to Martha's Vineyard on
Sunday, Sept 16 (in other words, for those not registering for the Rally Saturday
and Sunday) either call or write to Jack Cassidy, 84 Royal Road, Brockton Ma
02402, 586-9378. The group round-trip fare, including bicycle, is \$4.40, which
is approximately one-half of the regular fare. Tickets will be sold to those with
reservations on Sunday morning between 8:30 and 9:30 at the Steamship Authority
parking lot in Woods Hole. The group will leave the island from Vineyard Haven
on the 6:15 p.m. ferry. Reservations close August 31. (Rally registrants will
be making their reservations, and purchasing their tickets in a different manner.)

SUNDAY, SEPTEMBER 23 - CENTURY DAY. Details in Sept. Wheelpeople.

FRIDAY NIGHT, SATURDAY, SUNDAY, OCTOBER 12-14. Bicycle Camping-
joint trip with Appalachian Mountain Club. Drive to a campground in South Wat-
erford, Maine on Friday night and then bicycle 35 miles on Saturday and Sunday
with camping on Saturday night. Reserve by Oct. 6 with Dale Knapschaefer, 86
Sargent Street, Melrose 02176 (662-9655).

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RAMBLIN' .. with Henry Soron (Part 2)

Recently I have removed both derailleurs from the Professional and installed a single speed freewheel of 16 teeth, the smallest available. A 56 tooth chainwheel gives me a gear of 94.5". This has been OK even in strong headwinds. Strong winds slow a round trip ride regardless of gears used.

Notice that I refer to bike as having light tires or heavier clincher tires. Does the total weight of the bike make any difference? It would seem that the heavier bike would be slower. I performed an experiment. I strapped two five pound weights, making ten pounds, to the frame of the saddle on my Professional. I used this on two of my 19 milers. It did not slow me down a bit. I stress that these were short rides, that probably a 50 miler would show a difference.

Caliper brakes do not work in the rain. Right? Wrong. One day last Fall I found myself riding home in the rain, contrary to the forecast, from Norwell back home to Arlington. I was riding my Raleigh Professional. I found the stopping power of the Campagnolo brakes to be sure and short. I had not noticed this before, because I usually rode my commuting bike in the rain. Strange habit, because the commuting bike had chromed steel wheels with clincher tires. Applying those brakes in the rain, and the bike kept sailing along while I nervously squeezed harder and harder. I realized that although the Campagnolo brakes were excellent, some of the credit goes to the alloy rims. I was so sure of this, and this is so important, that I bought another bike for commuting, one with alloy clincher rims. This bike does indeed stop better in the rain, but not as well as the Raleigh Professional. Hoping for still more improvement I tried different brake pads, pads that are molded with a mounting stud. These are not as good as the original Weinemann pads and sometimes act as though I had pads made from a grindstone. I expect I will end with Campagnolo pads on this bike.

Recently I had an alloy toe clip (not original equipment) on the Professional brake. The going sure got tough. I moved the toe strap to the front of the pedal, and this allowed me to keep going fairly well. I don't recommend alloy toe clips. In the winter I wear larger shoes and push against the clip itself. The alloy will not take the gaff: it fractured.

My Matex cyclometer on the Professional now has 6700 miles on it. I installed it in mid-April last year. This is a higher figure than I have ever reached on any cyclometer. It is important on these to oil the shaft for the star wheel. One problem is that it is very hard to read. The lens became dirty on the inside. Many of the digits look alike, for instance: 3, 6, 8 and 9.

I read at times that Campagnolo equipment is too expensive and is not very good anyway. I like their stuff. I discussed their brakes above. Consider the Campagnolo chainwheel set. As of this writing in mid-February 1973, I have well over 10,000 miles on the Professional since I first mounted in late April 1971. Many gallons of perspiration have poured down on the chainwheel set. It wipes clean. Last summer I installed another brand of chainwheel set with a small chainwheel of 36 teeth. The smallest for the Campagnolo is 42 teeth. I needed the smaller chainwheel for climbing Mt. Washington. In two weeks the cranks were badly corroded. Of course, Mt. Washington is a tough ride. The

manufacturer's labels fell off the cranks. That makes sense. He could no longer be identified with the mess. The Raleigh Professional is one of the few elegant bikes around. I take pride in riding a clean, uncluttered, simple machine. The Campagnolo crankset was put back on. When I stopped using the derailleurs, off they came. Simplicity. I like that. I now ride a basic road machine.

Ever have trouble finding just where a flat is located on tubular tires? Some of the holes can be microscopic. The air generally leaks at the stem. Finding the leak can be exasperating. Stretch the tire out between both thumbs. This puts two folds into the tire. Chose one of these and fold it over about 1½ inches from the end. Now wrap this combination very, very tightly with a really strong rubber band. Four cross sections of tire are now wrapped with the rubber band, and about three inches of tire is sealed. Now pump up the tire and submerge it in water. If air is leaking from near the stem, then the hole is not in the folded section. Remove the rubber band; move the fold about three inches on the tire, and repeat the procedure. When no air is leaking at the stem with the tire in the water, then the hole is sealed in the folded section. Cut open the stitches in this section. Voila! There is the leak. Be careful, the puncture may be so small that it still requires great care to locate on the inner tube. Saliva here will help to locate it. Mark the hole by placing pencil marks one-half inch from the hole on four sides.

When restitching I use nylon waxed flat lacing cord, available from large radio supply houses. The cotton thread supplied with the repair kits has burst for me. First stitch in one direction, overlapping the original stitches about one-half inch each way. Then, without breaking, restitch in the opposite direction. This gives a very neat cross stitch pattern. The tape covering the stitches was probably stretched, so that it cannot be replaced neatly. Snip the tape with scissors. Now with the tire inflated sufficiently that the tape section has curled outside, coat the repaired section of the tire and the tape with rubber cement. When dry press together, overlapping the snipped portion. Cheap, heavy tubular tires are relatively hard to work on. Troublesome ones I just throw away. In contrast, silk tubulars are a delight to work on. Fortunately.

DIRECTORS MEETING - by Bob Gildea

On July 10, at Pat Goodwin's house, 9 of the 10 Directors met for approximately two hours. Gene Ritvo was appointed President from October 1973 through November 1974, in order to synchronize his term with the election cycle of the Directors. There will be elections for four Directors in October - three for 3-year terms, and one for a 1-year term.

Ralph Galen reported that the reception of the suggestion of having GEAR '75 in Amherst was received enthusiastically at GEAR '73. A committee is already active, and Ralph will be reporting on this from time to time.

In response to a letter asking about life membership in CRW, the Directors voted against this because of the joint membership with LAW. Until LAW takes action in this respect, it would be too difficult to administer the numerous

ramifications. A 3-year membership is presently available for \$30 for those who would like not to worry about paying each year.

The Board voted to set up a Nominating Committee for the October elections. They also set a maximum number of pages for WHEELPEOPLE. The next meeting will be September 11 in Cohasset.

AN EARLY TOUR - by Howard Moore

My first Century by bicycle was in 1921. I scattered a few of them through the decade, including 16 in 1926, which ranged from 101 to 175 miles. Although I had relatives and friends living at various bicycling distances from Malden, and although tourist houses were numerous in villages and towns throughout New England, somehow I did not undertake an overnight bicycle trip until 10 years after my first Century. Yes, indeed, on my first overnight bicycle trip I stayed at a tourist house in West Ossipee, N.H., on August 8, 1931.

I do not know how many two, three, or four day trips I have taken by bicycle, but in looking over old diaries in the preparation of these articles, I came across an interesting five-day trip of August 20-24, 1932.

That summer I had been a leader at the William Carey Camp of the Boys' Clubs of New York at Jamesport, Long Island. The Great Depression was at its worst at about that time, and so the camp season had to be cut short by two weeks for lack of funds. My bicycle had been parked outside of camp all summer, of course for use on days off. I had ridden down on it from Malden on June 24, sending a small trunk of necessary things by express. So naturally I would go home by bicycle too. But with camp closing two weeks early, why not take a substantial trip rather than just make a one-day trip home?

My bicycle was an Iver Johnson model 90. It weighed 27 lbs., had Lobdell wood rims, 28 x 1-1/8" single tube U.S. Rubber Co. tires, a model C New Departure coaster brake, rubber pedals, 7" cranks, and was geared at 84". I could certainly make that vehicle travel. I left camp on closing day, Aug 20, at 7 a.m. I bicycled through Riverhead, Yaphank, Patchogue, Babylon, Amityville, and Valley Stream, picked my way through Queens and Brooklyn, and took the ferry to Staten Island. Lunch was somewhere on Staten Island, supper at a restaurant in New Brunswick, N.J. At Princeton I rode about the college campus a bit, then continued to Lawrenceville where it was just about dark. I stopped at a Shell station to inquire for a tourist house and while engaged in conversation, who should drive in for gas, but three other fellows from camp on their way home to Philadelphia. Would I come along with them? I surely would! So, with my bicycle on the running board, we took off for Philly and I had a night's lodging at the home of Bill and Tom Craig. Bicycle mileage for the day was 156.

Next morning, since the Craig family parents were on vacation, I had breakfast in downtown Philadelphia, then continued bicycling to Swarthmore and Chester,

then to Wilmington, Del., and Elkton, Md. Having decided Elkton would be my turning point, I re-entered Delaware, and visited the campus of the Univ. of Delaware at Newark. I then proceeded toward Wilmington but turned north short of the city and followed Rt. 100. This was very pleasant, especially in Pennsylvania where the route passes through the village of Chadds Ford and follows along Brandywine Creek for several miles. Next I bicycled through West Chester, Valley Forge, and Norristown. I put up at a tourist house in Doylestown about 8:30 p. m. and had been 134 miles that day.

Features of the third day were riding along the Delaware River, visiting the campus of Lafayette College in Easton, meeting by chance some West Somerville people and having a picnic lunch with them near East Bangor, and spending some time at the scenic Delaware Water Gap. To get along with the story, I put up for the night at a tourist house in West Chester, N. Y., and coincidentally, had the same mileage as the day before, 134.

On the fourth day I rode across Bear Mountain Bridge, passed through the edge of Peekskill, followed Rt 6 through several communities, entered Connecticut, and reached Danbury at 2:30 p. m. It was a warm afternoon and I had expected to be at the home of one of the other camp leaders in W. Hartford by supertime. Well, I didn't make it. My diary states that Woodbury and North Woodbury were beautiful, but that there was a hill out of Watertown and a "terrible hill" in Thomaston. I finally arrived at my friend's house at 8:30 p. m. and had ridden only 120 miles that day.

A feature of the fifth and final day was a visit to the campus of what was then the Connecticut Agricultural College at Storrs. (On a trip to Storrs about 15 years ago it was difficult to find the buildings I had entered in 1932, the Univ. of Connecticut having grown so.) Now back to 41 years ago. My diary states that there was another "terrible hill" in Pomfret. I had lunch in Putnam at 2:30 pm. Then to Chepachet, R. I., and Woonsocket. The Mass. line, and Bellingham, W. Medway, Holliston, Framingham, Wellesley, etc. to Malden. I arrived home at 8:45 p. m. and had ridden 131 miles that day. Mileage for the 5 days was 680.

In retrospect, one of the interesting things about this trip is how inexpensive it was. Of course I had free lodging on two nights; I had one free lunch; a free supper, and a free breakfast. Even so, things were "reasonable" back in 1932. Here are my expense figures, taken right from my diary.

	<u>August</u>	<u>20th</u>	<u>21st</u>	<u>22nd</u>	<u>23rd</u>	<u>24th</u>	<u>Total</u>
Meals		\$1.10	\$1.93	\$.90	\$1.30	.55	\$4.78
Loding			1.00	1.00			2.00
Toll/ferry		.35			.20		.55
Fruit					.06		.06
Candy			.05				.05
Ice Cream			.40	.15	.10	.25	.90
Tonic			.40	.10	.15		.25

(continued)

Cards & Pstg	.04		.36			.40
Telegram				.32		.32
???	.13			.12		.25
Total	\$1.62	\$2.38	\$2.51	\$2.25	\$.80	\$9.56

I do not know what a 5-day bicycle trip of 680 miles would cost one today. Motels are relatively expensive, particularly for one person. Tourist houses are hard to find. Restaurant meals are high. Certainly a cyclist traveling light, and taking a trip comparable to mine of 41 years ago would spend \$50 to \$75.

The weather was excellent those five days. Only the first day was there a threat of a shower, and it was only a brief threat. On the fourth day it was a bit too warm. I had absolutely no bicycle trouble whatsoever. No adjustment, however small, was necessary. I do not even remember any unfriendly dogs, but it would have been unusual if I did not have to speak to a few of them. In fact that trip still stands as one of the best of my longer trips.

REPORT ON BIKE ORIENTEERING - by Dave Bailey

Ten eager navigators gathered at So. Natick Dam on June 16 to try their hands at this new sport. Most were AYH members; three had orienteered before, but never on bicycles. We cycled together about a mile to the starting point of the rally. There each participant in turn received his instructions and his map, and started around the course individually, as in a time trial. The loop was 13.1 miles as the crow flies, with 5 control points to be reached before returning to the starting point. Each control point was marked on the map and was also described on a printed sheet. At each point letters were painted on the pavement. You jotted down the letters to prove you found the right place, and rode on to the next.

The quickest time was posted by Elden Housinger - 70 min., 40 sec., for a point-to-point average speed of 11.1 mph. Second was Terry Hatton, 85:50, on a borrowed 3-speed! Then Richard Buck, 89:00, Jacek Rudowski, 91:10, Dave Wallace, 116:50, and Phil Rubinstein, 126:30. Four others rode part of the course. Some got lost, but all found their way back to the starting point. One participant was delayed a minute or two by traffic - he had to wait for a train at a grade crossing! All learned something about map reading and about practical cycling, I think, and all had a good time - even those who got lost. I am looking forward to organizing another rally this fall, when the good cycling weather returns.

FROM THE EDITOR ...

TOSRV-EAST. Eighty intrepid cyclists from Boston to Philadelphia took on the rigors of Terrible and Killington Mountains in both directions to enjoy 220 miles of the finest scenery Vermont has to offer. Fine weather was with the group both days, except for rain Sunday afternoon. Martha Guthridge made our stay at her Ski-Hostel to Waterbury Center a wonderful experience - she cooked enough food for eighty famished cyclists almost entirely alone! Although sponsored by AYH,

many CRW members took part - Ed and Mark Trumbull, Janet McBride, Dick Mazei us, John Likins, Dale and Kay Knapschaefer, Donna Haines, and many others. Our thanks to Donna and Kay for organizing this event.

SPOKE PROBLEMS? They always break next to the freewheel, don't they? If you dislike carrying a freewheel remover on shorter tours, take a spoke about 1/4 inch longer than normal (or loop two together), cut off the head, where the spoke bends, and shape it into a small Z with a pair of pliers. If correctly bent, this emergency spoke can be slipped in back of the freewheel, and used effectively till the freewheel can be removed for a proper job. (Be sure, of course, that the end of your emergency spoke isn't too long, or it will very efficiently puncture your tube!) A more temporary repair: simply loosen the two spokes on either side of the broken one till the wheel runs true - usually about half a turn. With care you can ride several hundred miles with a "Z" spoke, however, try to limit your mileage if you loosen two to compensate, and be gentle on hills.

"CRANE GS" AND "SUNTOUR GT" DERAILLEURS

Many of you are probably familiar by now with the Suntour gear, available in both alloy and steel versions. Recently I've been testing a new derailleur by Shimano, an alloy version of the old "Lark" - dubbed the "Crane GS." In about 7000 miles of testing the Suntour and about 2500, the Lark and Crane GS, I've made a few observations. None is perfect, of course, but the Crane GS has overcome a number of problems encountered with the Suntour. It screws directly into Campagnolo dropouts, for example, with no hassles whatsoever. (A version is also available with the usual fixing plate). It weighs about the same as the Campagnolo Nuovo Record - 8 oz. It has a spring at the upper pivot, allowing the derailleur to swing away for easy wheel removal, while still offering plenty of chain wraparound. The takeup spring is stronger, for faster shifts (relatively speaking) over a 14 to 34 range; and the lever-arc required for this shifting is about one-half that of the Suntour. On the other hand, the Crane GS lacks the slant pantograph and the "quick-cage" - two very nice features. And like the Lark, the pulley wheels are relatively noisy. The Allen-key bolts of the Crane GS may or may not be an advantage - for the long-distance tourist it means more wrenches to carry. The steel Suntour GT would still be my choice for extended trips, as it is easy to repair, has no Allen fittings, and has been around a bit longer. But for the lightweight enthusiast who wants touring gears, I would highly recommend the Crane GS.

WANTED ... User reports on new close ratio and touring derailleurs becoming available - Huret "Jubilee", Simplex "Maxigear", Suntour "V", Shimano "Crane", Campagnolo "Gran Turismo"^{etc} for publication in WHEELPEOPLE. Articles on touring, club history, equipment, technique, etc., etc. also wanted.

HELP - 17-year old hard-of-hearing boy with cycling - lives in Somerville near McGrath Highway. Call J. Lorentz - 547-8936.

NEW MEMBERS

Irving Aronson 26 Athens St. Saugus 01906	233-1552	Peter F. Gibbs 21 Avon Rd Wellesley 02181	237-0024
Eddie Barrett 10 Loden St. Cambridge 02139	492-0834	Susan Gove 5 Wirthmore Lane Lynnfield 01940	334-4713
Daniel C. Bloom 36 Whitman Rd. Waltham 02154	891-7786	Eric N. Jones 42 Cherry St Medford 02155	296-7857
Anne Aubrey Brown 207 Lakeview Ave Cambridge	547-0669	Thomas F. Maher 42 Bailey Rd Watertown 02172	924-6393
Mary Clancy 29 George St Norwood 02062	762-7878	Ann D. Myers 10A Chauncy St #45 Cambridge 02138	868-2088
Bill & Kim Clark 71 Walker St Cambridge 02138	547-6942	Robert T. Nolan 65 Ashland St Dorchester 02122	282-1469
David E. Cooper 22 Spruce St #2 Watertown 02172	926-0692	William C. Northrup 19 Robinhood Dr. Riverside, R.I. 02915	401-433-2291
Claudia L. Coplan 20 Radcliffe Rd #109 Allston 02134	783-0259	Anita & Neil Orenstein 2 Hawthorne Pl #5R Boston 02114	227-3696
Robert L. Cronin 21 Lancaster St Worcester 01608	756-8152	Yvonne A. Snow 100 Laurel Dr. Needham 02192	444-8458
Marshall E. Deutsch 41 Concord St. Sudbury 01776	443-8609	Ken Stone 23 Wendell St. #2 Cambridge	491-0422
Paul J. DiComo 541 Commonwealth Ave #501 Boston	261-2521	Marilyn Tamburro 3 Dexter Rd. Wellesley 02181	237-6467
Stuart Fall 41 Farrwood Ave #8 Lawrence	687-2654	John R. Treggiari 3 Waverly Ave Newton	527-1909

Eva Valentino 26 Dean St. Brookline 02146	731-0392	J. Richard Vyce 7 Bond Rd. Lexington	862-6763
Wayne Vetree 5 Niva St Malden 02148	324-4449	David A. Woodruff 21 Rossmere St. Newtonville 02160	527-4666

FOR SALE ... Tubular-tire wheels built on Campagnolo low-flange hubs with alloy rims and good Clement tires. ... Dick Bostwick, 332-7745

Lady's 3-speed and man's UO-8 Peugeot, both 23" frames.
Pat Goodwin, 646-1408

Touring bike w/ all accessories. UO-8 white Peugeot, 21" frame, with: 30 to 100" gearing; end-shifters' dual-position brakes; cyclometer; mudguards; light; pump; Pletcher rear rack; T.A. handlebar bag w/support; Sologne panniers; and unused nylon sleeping bag. Everything for \$150.

Bernie Weisman, 484-4517

Set of clincher wheels - alloy rims on Campg. hubs; Campag. front changer; Svelto rear changer; 2-bike rack; Brooks B-72 saddle (broken in); 9½E cycling shoes; 14-34 freewheel; down sleeping bag.

John Likins, 567-2641

NEXT MONTH ... More cycling in the Thirties - plus CRW's own beginnings, by Howard Moore.

City cycling, suggestions on clothes, etc., etc.