

CALENDAR
MARCH 1976

SUNDAY, MARCH 7, 11:30 AM - Frost Bite Ride, Burlington Mall, Rts 3A & 128, Burlington. Entrance next to Jordan Marsh.

THURSDAY, MARCH 11, 8:00 PM - Meeting of the Board of Directors, Officers, Committee Members, and other members interested in furthering the club's activities. Club headquarters, 2210 Mass. Ave., Cambridge.

SUNDAY, MARCH 14, 11:30 AM - Frost Bite Ride, 2210 Mass. Ave., Cambridge.

THURSDAY, MARCH 18 - March Meeting. Round-Up Steak House, 39 Main Street, Waltham. Now that spring is (almost?) here and you are ready to ride, is your bike ready? How do you get and keep your bike ready? How do you get and keep your bike in the same great shape that you are in? Sheldon Brown, the speaker for our March meeting, is going to discuss Bike Maintenance with us. Besides being an ardent bikie, Sheldon is an excellent mechanic and teacher. He was formerly associated with the Bicycle Repair Collective and presently teaches bike maintenance at the Cambridge Center for Adult Education.

Bring your questions and share your experience as Sheldon guides us through the esoteric intricacies of lubrication, bearings, alignment and adjustment. We hope some of our local experts will be there to share their wisdom and pet notions as well. Dinner: 7 - 8 pm; Meeting: 8:15 pm.

WHEELPEOPLE

The Charles River Wheelmen
2210 Massachusetts Avenue
Cambridge, MA 02140



10/76

JOHN J. SPRINGFIELD
16 HANSON RD. APT 16
BRIGHTON, MA. 02135

NEWS, ARTICLES, CLASSIFIED ADS ... Please send typed copy by the 10th of the preceding month to the editor, Richard Mazeikus, 55 Newman Road, Malden 02148.

CLASSIFIED ADS ... Free to members, 25¢ per word to dealers and non-members.

Healthful Fellowship Through Bicycling

SUNDAY, March 21, 11:00 AM - Spring Greeting Ride. Help us to celebrate the first day of Spring with a pleasant, slow-paced ride to Dover Common. We'll be starting from the Star Market parking lot, Chestnut Hill Shopping Center, Rt 9 and Hammond Street, opposite the Longwood Cricket Club. The ride will be about 25 miles through Brookline, Newton, Needham and Dover. Come on and pedal out of the winter doldrums with us. Leader: Erving Pfau, 969-5965.

SATURDAY, MARCH 27, 10:30 AM - Mendon Metric Century. Here's a new event for you to try: 100 Kilometers (62.1 miles). We're going to start at the Norumbega Duck Feeding Area in Auburndale, Rts 128 and 30 and ride over hill and dale through Wellesley, Natick, Sherborn, Holliston and Mendon. This is one you're sure to enjoy. We may even follow this up at a later date with double and triple metric centuries for the road-runners among you! So, let's see a good turnout for this one. Leader: John Springfield, 383-0807.

SUNDAY, MARCH 28, 11:00 AM - Meet at the Northshore Shopping Center parking lot, by Jordan Marsh, for a 25 mile ride to Salem and Marblehead. We will ride in a group and make frequent stops at historic sites and buildings, including the site of an armed confrontation between British troops and American civilians before Lexington/Concord. The shopping center is located at the junction of Rt 128 and 114 in Peabody. Leader: Richard Mazeikus, 322-5560 evenings.

SUNDAY, APRIL 4, 10:30 AM - Here's a ride with a few hills, so be prepared to huff and puff a little. You may even have to walk a little bit but the views from the tops are usually well worth it. This one starts from the Duck Feeding Area at Norumbega, Auburndale, Rts 128 and 30. We will pedal through Weston, Wayland,

MEMBERSHIP APPLICATION. Membership in the Charles River Wheelmen also includes membership in the national cyclist organization, League of American Wheelmen, and includes subscription to the monthly newsletters of both clubs.

Name _____

Address _____

City _____ Zip _____

Telephone _____

Single Membership - \$15.00 Household Membership - \$19.00

Any special bicycling interest? _____

Charles River Wheelmen decals - 3 for \$1.00

Lincoln, Wellesley and Waltham at a moderate pace and with Catch-Up-Points spaced to keep everyone reasonably close together. Distance will be about 30 miles.
Leader: Dick Buck, 923-8909

SUNDAY, APRIL 11, 10:00 AM - Take a spin with us today through some beautiful North Shore towns and villages. Our starting point will be the parking lot of Coleman's Sporting Goods, Rts 35 and 128 in Danvers. Our route will take us through Topsfield, Ipswich, Wenham and Hamilton for a distance of about 50 miles. Pace will be moderate. Leader: John Likins, 532-2994.

LISTING OF COMING EVENTS...

Sunday, April 18	Easter ride, about 30 miles Leader: Earl Forman
Sunday, April 25	50-60 miles. Leader: Keith French
Sunday, May 2	MARC Century Ride (25, 50, 75 or 100 miles) Tewksbury, MA
Sunday, May 9	55 miles Leader: Don Blake
Sunday, May 16	30 miles. Leader: Howard Moore
Sunday, May 23	50-60 miles Leader: Jim Rycroft
Saturday-Monday May 29-31	LAW Great Eastern Rally (GEAR) Syracuse, NY
Sunday, June 6	40 miles Leader: Paul MacDonald
Sunday, June 13	100 miles Leader: Ralph Galen
Sunday, June 20	Dr. Percy Anderson Memorial Father's Day Ride
Saturday-Sunday June 26-27	Tour of Scenic Rural Vermont: TOSRV-EAST

PRESIDENT'S MESSAGE...

The coming of the new year has brought with it a new president for the Charles River Wheelmen. As you may be aware from last month's bulletin, Ralph Galen has declined to continue in our top office. The Board of Directors was reluctant to accept his resignation, but Ralph felt that after a year and a half in office it was time for a "new pair of hands on the handlebars."

As I recall, when Ralph decided to pursue the presidency, our treasury was

practically non-existent, meetings uninformative and/or uninteresting and club activities, and participation in those club activities, were on the wane. Ralph's principal goal was to correct those deficiencies and improve the club's image. Well, it hasn't always been easy for our Dr. Go, but the club is now in a very healthy financial state, meetings have had great programs and club activities have been increased.

There is still a long way to go, however, to bring member participation up to a more acceptable level. It is in this area that I hope to be most active. For some time I have also been most concerned with what I consider to be a related issue; the very heavy turn-over in the membership. Why do cyclists join the CRW and then fail to renew after a year or two, often with no noticeable participation in the club's activities during their period of membership? It seems obvious to me that at least some of these people may have been lost because we did not offer to them some service or activity which can reasonably be expected to be offered by a club which considers itself to be dedicated to the touring cyclist. This is particularly true, I believe, where both slow, novice riders and fast, experienced riders are concerned. One of my major goals, therefore, will be to attempt to learn the exact nature of these discontents and to convert them into stronger more persuasive reasons for joining, participating and continuing in the CRW.

It is important, at this time, to express our appreciation to Ralph Galen for his strong presidency and for his great and continuing commitment to the Charles River Wheelmen and to cycling. We are all most grateful to him.

Erving Pfau
President, Charles River Wheelmen

RESPONSE TO THE LAST PARAGRAPH OF
PRESIDENT RALPH'S MESSAGE IN JANUARY NEWSLETTER ...

I am writing in response to the "apology" for the use of the word "chairman" when referring to Debbie Glassman. The apology was then negated by calling her "Ms Debbie Glassperson." The word "chairman" does not apply to any woman I know. However I find the humorous apology much more offensive than the use of the word "chairman." I see humor used in that way as a putdown. When you do not take us seriously you can joke about what is important to some of us. I would have appreciated a serious apology or none at all.

Lilyan Frank

Shimano World carries an article on a new 10 speed shifting system which permits shifting while coasting or back-peddaling, or even stopped, just like a 3 speed hub! By moving the freewheeling mechanism (ratchet and pawls) up front to the chainwheels, chain and chainwheels are kept in motion whenever bicycle is in motion, permitting shifting. The freewheel has been modified so it will not ratchet except under stress, such as getting a cuff caught in the chain. Derailleurs are similar to standard units, but stronger springs are added in the rear. Sounds like it could catch on, especially for people new to 10 speed shifting.

John Likins

FOR SALE -

Kowalit East German Sew-Ups, 285 Grams (9.5 ounces) \$10 each

Set of MAFAC Racer Brakes, with 4 extra brake blocks and some spare parts \$7.50

Campy Nouvo Record Rear Derailleur, Range 13-30, Take up 22 teeth total difference \$15.

Shimano Crane GS Rear Derailleur, Range 13-34, take up 41 teeth total difference \$8.50

One set of Bell Helmet Sizing/Comfort Pads 3/8 in thickness, these have never been used \$1.00

Rear bag support, for frames 22" and smaller to keep a saddlebag clear of rear wheel, no tools needed for installation and removal, vinyl coated metal will not scratch frame - \$1.50.

High quality Huret Challenger Downtube Levers with cables for front and rear derailleurs \$2.00.

Two Campy cables for downtube levers, one front derailleur cable and one rear derailleur cable \$.50 each.

One Shimano teflon coated cable for front derailleur and handlebar end levers, \$.50

Three cables for front derailleur when used with handlebar end levers or for rear derailleur when used with Simplex or Campy downtube levers \$.25 each.

Set of rings for Phil Wood sealed bottom bracket axle, French thread with vial of loctite \$3.00

Lightweight chromed metal Sturmey Archer spoke protector \$.75.

Four Campy cable clamps, used for securing brake cable to toptube \$.50 each.

Contact: Andy Rudowski, 361-5273.

CAR TOP TENT, fits on top of any car with rain gutters. Opens up to roomy tent that sleeps 2 on top of your car. Extendable ladder supports unfolded, "pop-up" type tent. Complete with foam mattresses, zippered mosquito netting windows and waterproof travel cover. Almost new, used only 3 times \$150 or best offer. (Concord) 369-1548.

4 Carleton 10 speeds, 21 $\frac{1}{2}$ " and 23 $\frac{1}{2}$ ", used in a tour in Europe. Good condition. Huret derailleurs, Weinmann Vanquer 999 brakes, Brooks B5N seat, Rigida rims, Reynolds tubing (not DB), distinctive metallic copper and green finish. \$100/bike. At low additional cost matching fenders, rear carry, pump, waterbottle. I will also fit bikes to rider. Call Ben Jeffries, 333-0178.

21" Fuji Finest. 1975 model, excellent condition \$300. Mary Freed 868-5476.

FOR SALE (cont.)

Custom-built 24-speed touring/commuting machine, using SA 3-speed internal gearing + 4 external rear cogs + SR cotterless double chainwheel set. Gears range from 30 to 110, with useful gears throughout. Specs: 23" newly-painted Raleigh "Gran Prix" frame with chromed rear drop-outs and chromed fork, Weinmann "999" centerpulls, alloy clinchers, bars, carriers, and crankset, plus a new Spanish leather seat. \$200 asked. Call Jim Berger at 353-1214 to inquire about this and other bikes, and to explore conversion possibilities for your present bicycle.

THE LONG DISTANCE DAY TRIP

by: Richard P. Talbot, The Charles River Wheelmen

For those cyclists inclined to test the limits of their cycling capability, the long distance day trip offers a unique challenge to cyclist and bicycle. When coupled with a daily training regimen, it further serves the cyclist as an excellent means of physical conditioning and develops endurance for competitive distance time trialing.

This past summer provided an opportunity to start my own conditioning program and pit my neophyte cycling skills against the open road on a variety of long distance rides over varied terrain and into several neighboring states. All rides were solo (except for short portions of two), all were without benefit of a sag-wagon, and all conformed to the criteria - continuous riding with no break longer than one hour and return to starting point in 24 hr or less. While a majority of trips were between 60 and 130 miles, the three listed below illustrate performances which can be achieved as the result of a persistent daily conditioning regimen.

<u>Day Trip (Loop Rides)</u>	<u>Total Mile- age Cycled</u>	<u>Total Elapsed Time (includes all stops)</u>
July 27, 1975 - Needham, MA to Newport RI, and return via Newport Bridge, Jamestown, Jamestown Bridge, Providence and Pawtucket	175	12½ hr
August 23, 1975 - Needham, MA to Brattleboro, VT via Fitchburg, MA and return via Keene, NH, Jaffrey, NH and Littleton, MA	225	15 hr, 15 min
Sept. 27, 1975 - Kidney Foundation Ride 25 mile road circuit Needham, Westwood, Medfield and Dover	305.4	19 hr, 34.5 min.

In this article and those that follow, I will discuss the physical conditioning factors I believe vital for developing an average cyclist into a long distance rider and those bicycle performance characteristics most important for distance riding. In so doing, it is hoped that other cyclists may benefit from my own experience (and

mistakes) and that, perhaps, some interest in long distance cycling can be developed among you.

Physical Conditioning . . . First and foremost - YOU - the "biological machine" are the most important prerequisite to successful long distance cycling - not your bike. Personal, first-hand cycling experience has confirmed that oft-quoted declaration "the best preparation for cycling is cycling." I can only emphasize that for long distance cycling one should add - and cycling, and cycling ad infinitum. I doubt that any amount of running, calisthenics, weight training, or riding on rollers can approach the training effect of an equal amount of time spent in the saddle and on the road, engaged in a rigorous cycling program where the cyclist must overcome the varying resistances of wind and terrain first-hand. Not to say that other types of exercise should not be used by the cyclist, they should be, but mainly as a supplementary means of maintaining fitness levels off-season, or at times when bicycling is not practical.

Secondly, prior to engaging in any rigorous exercise program, as is proposed here, your physician should be consulted. However, before that, beg, borrow, or steal a copy of "The New Aerobics" by K. H. Cooper, M.D. This concise and informative text contains a wealth of information on aerobic conditioning (and fellow cyclist, cycling is one of the best aerobic conditioning exercises ever devised). The book contains all the essentials of setting up a cycling exercise program tailored to your age and fitness level; thus, read and heed.

Once having reached Fitness Category III in the Aerobic Program, the weekly conditioning regimen that worked best for me consisted of five early morning rides taken before work, Monday through Friday, coupled with three evening rides after a light supper on Monday, Wednesday and Friday. Weekends are left free for long distance rides. My weekday program is presented below.

<u>Morning Regimen</u>	<u>Distance (miles)</u>	<u>Target Times</u>
Monday through Friday	15-20	45 min - 1 hr
<u>Evening Regimen</u>		
Monday, Wednesday, Friday	20-25	1 hr - 1hr, 15 min

Note that the pace is kept purposely brisk (20 mph) and the ride duration long enough to assure training effect without the possibility of plateauing.

A cautionary note here, most touring cyclists ride in much too high a gear for these conditioning rides. It is essential that you drop down into gear ratios in the 70s and 60s and learn to spin as the racers do, for at least the first few weeks of your program. This will necessarily increase your crank revs and improve your aerobic conditioning. High crank revs and low pedal pressure will also get your body warmed up quicker while reducing the risk of muscle strain. Pushing too much gear too early will only lead to severe knee strain and set your program back weeks. (In the meantime, you'll be hobbling about like Grandma Moses.) I will have more to say on the interrelated problems of gearing, cadence, and pace

in a later article. Suffice for now to emphasize the need for "spinning" early in your program and at the beginning of each ride for on-the-road warmup.

The morning regimen may sound unappealing but if you are fortunate enough to find another like-minded soul to ride with, these crack-of-dawn jaunts are easier to face. Besides, once on the road nothing can match the sheer pleasure of spinning along on a summer morning uncontaminated by heavy motor vehicle traffic. With proper planning, the entire morning affair - ride, shower, orange juice, and out-the door to catch the 7:24 - takes but 1 hr and 20 min at most.

With the onset of fall, I progressively reduce the duration of the morning rides eliminating them entirely by October and continuing the night rides into winter but a reduced distance, 10-20 miles. For maintaining fitness throughout the winter, I recommend X-country skiing. Last winter I managed to log about 160 miles skiing on absolutely horrid snow here in the Metropolitan Boston area.

X-country is a fantastic sport, more rigorous than cycling when done at a good clip, and it has the advantage of being a compatible off-season exercise for the cyclist; the same general muscle groups are used in both sports. Also bikies and X-country skiers are fairly compatible groups and you're sure to find a lot of cyclists among them.

Much has been written about diet and I will make no attempt here to add to the general confusion except to say that minimizing my intake of junk foods and sticking to plenty of fruits, whole grain bread, salads, and wheat germ (grain and cold pressed oil) did seem to help me. In general, I ate less and felt better for it. I did add a multivitamin (taken with my O. J. every morning), although I'm not really sure it is, or was, needed. Another great benefit of regular cycling which will accrue, if you are training properly, will be that of shedding any excess pounds - being a "lean bean" should be a natural result of your cycling program. In this regard, nothing seems more absurd than to witness the expenditure of vast sums of money for super light bicycle components to save a few ounces on the bike when 10 pounds could easily be shed by the "biological machine" at no expenditure at all, except for a little will power.

In closing, a little philosophy on distance cycling. In any endeavor, determination to succeed is paramount to achieve success. Distance cycling does require drive and tenacity coupled with no small measure of stoicism and perhaps even a little masochism. Don't expect to ever achieve armchair comfort on these treks. Few people will want to train with you, fewer to accompany you on longer trips so the psychological reinforcement must come from within. Endurance is 90% drive so take a positive attitude, think through your ride, envision yourself 100 miles out and swinging home on the return leg. Your reward is knowing you have done what few others have achieved and the feeling of accomplishment knowing that your own legs have carried you the entire way.

In next month's article, I will discuss the interrelated problems of correct pace, cadence, and gearing and how understanding these factors can enhance your conditioning program and produce relatively effortless long distance cycling.