

OCTOBER 1977

SEPTEMBER 25, 7:30 a. m. - Duck Feeding Area, Rt 128 at Rt 30 - LAW NATIONAL CENTURY: This year's route is entirely new, over back roads from one historic landmark - the Norumbega Tower - to another, Dighton Rock in Berkley, Mass. For registration fee \$2.50 (\$3.50 LAW non-members) you receive sagwagon support, refreshments and snacks enroute, map, and explanation of the history involved. A half-century is also available. Is this the flatest Century in the East? Try it! Leaders: Ed Gross, 969-0477; Jill and Cordon Silver, 899-2663.

SUNDAY, OCTOBER 2, 8:30 a. m. and 10:30 a. m. Fall Foliage Ride #1 will feature a choice of a 75 mile ride starting from the Belmont Town Hall, Rt 60 in Belmont at 8:30 a. m., or a 50 mile ride starting from the Charles River Dam at Pleasant Street and Rt 16 in South Natick at 10:30. The Belmont contingent will meet the South Natick group and will ride the same route from South Natick to Diamond Hill, Rhode Island, where we will have a lunch stop; bring your own, there is no restaurant. We will pass through the Stony Brook and Broadmoor reservations. Leader: Mike Gengler, 484-5088.

NEW ENGLAND RALLY, Newport, R. I., October 7-10. Come cycle in the city by the sea - Newport, Rhode Island. For many generations Newport has served as a family resort and has gradually evolved into a year round area offering as many

#### WHEELPEOPLE

3 Bow Street  
Cambridge, MA 02138

NEWS, ARTICLES, CLASSIFIED ADS ... Please send typed copy by the 10th of the preceding month to the editor, Richard Mazeikus, 266 Fellsway West, Medford 02155.

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

Healthful Fellowship Through Bicycling.

faces as there are days in the year. Mansions, quiet lanes, salt marshes, cobblestone streets and ocean views are all yours to enjoy. The terrain is quite flat and rides will vary from 10 to 100 miles. For the non-cyclist, Newport has much to offer in antiques, shopping, tours or just a lazy, relaxing weekend.

Rally headquarters is the Newport Motor Inn where we will have a roast beef buffet on Saturday night followed by a get-together hosted with that famous N. B. W. hospitality. Make your reservations directly with the Newport Motor Inn by calling the toll free number (800) 556-6464 or (401) 846-7600 or writing to the Inn at 936 West Main Road (Rt 114), Middletown, R. I. 02840. Cost per night for two with one double bed is \$28. Other places in the area include: Mid Island Motel, 21 Smythe St., Middletown, (401) 846-4900, \$21; Gateway Motel, One Mile Corner, Newport, (401) 847-2735, \$25-\$28; Seaview Motel, Rt 138A, Middletown, (401) 847-0110, \$28. All motels will allow bikes in the rooms. No campgrounds are available near Rally headquarters.

Early reservations are advised. Register for the Rally and the Saturday night buffet using the form at the end of the Newsletter and send to the Narragansett Bay Wheelmen, New England Rally, PO Box 1317, Providence, R. I. 02901. Motel reservations should be made directly with the place of your choice specifying the New England Rally.

MEMBERSHIP APPLICATION: Membership in the Charles River Wheelmen also includes a membership in the national cyclist organization, League of American Wheelmen, and includes a 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 decal - sheet of three \$1.00.

East Coast Bike Trail - set of 21 maps, \$4.35 postpaid from Editor.

SUNDAY, OCTOBER 9, 11:00 a. m. FATONWSOB RIDE. Exactly four years ago, the name of this ride was the same. This year, we are doing it as a fall foliage ride, 30-35 miles long at a moderate pace through Belmont, Lincoln, Concord, Lexington, Bedford, Burlington, Woburn and Winchester. Starting point is Arlington Town Hall on Mass. Avenue in Arlington Center. There are two hard hills; it is no shame to get off and walk so don't miss the ride because you desire slopelessness. Leader: Erv Pfau, 969-5965.

SUNDAY, OCTOBER 16, 10:00 a. m. - A rerun of the ride originally co-sponsored by CRW and the Narragansett Bay Wheelmen on July 3. The ride passes through Sharon, Foxboro, Mansfield and Norton. Terrain is flat, roads are arrowed, and there is a choice of 15 and 30 mile routes. Starting point is Sharon Shopping Center Exit 8 (So. Main St.) off I-95, Sharon (9 miles south of Rt 128). Leader: Mike Brien, 1-222-8083.

SATURDAY, OCTOBER 22, 10:00 a. m. Dalton Harrow's annual cycling and chowder social will be held today at Dalton's home in Norwell. Dalton will set up rides of 15, 25 and 40-50 miles in the scenic area around his home. Corn Chowder will be served after the rides. Please phone Dalton in advance if you plan to attend, so he will know how many to plan for. Directions: Take Exit 31 off Rt 3, follow Rt 53 toward Norwell 3/4 mile; turn right at traffic light at Rt 123; follow Rt 123 2½ miles to Lincoln Street; left on Lincoln Street and follow it to the end; left on Mt. Blue Street to Dalton's home, which is second on left. Park on dirt road on the right. Leader: Dalton Harrow, 1-659-4464.

SUNDAY, OCTOBER 23, 10:30 a. m. A back road tour beginning at Cleveland Circle, Brookline, will proceed through Newton, Weston and beyond. Total distance will be 20-30 miles; plan on fine fall colors and scenery. Leader: Chris Ryan, 232-8274.

SUNDAY, OCTOBER 30, 10:00 a. m. A ride of roughly 30-35 miles starting in Weston and making a broad loop west through parts of Wayland, Sudbury, Hudson, Stow and Maynard. There will be a lunch stop about half-way and perhaps we will visit one of the many orchards in the area for cider and apples. Starting point: Weston Town Green (ca 1 mile west of Rt 128 on Rt 20 to the first traffic light, then right for 1 block to the Town Green). Leader: Earl Forman, 894-2084.

SUNDAY, NOVEMBER 6, 10:00 a. m. (prompt, please): Our published author and pathfinder extraordinaire Keith French will contribute a back road trip of 50-60 miles to an area we have not visited this year - North Andover and Boxford. The ride will start at the Arlington Town Hall, Mass. Avenue in Arlington Center. This ride will be show-and-go (no arrows on the road) so bring a map if you don't know the area. Leader: Keith French, 641-0837.

We hope you all had a chance to see the September 15th edition of the Boston Globe's "Calendar" magazine for their article on autumn cycling which included specific reference to the CRW along with Erv Pfau's phone number.

Excerpts of Letter to the Editor, Cambridge Chronicle, July 21, 1977.

Editor, Chronicle: There was never a more well-intentioned bicycle path than the Doctor Paul Dudley White Bicycle Path. It was not only built to accommodate the bicycle enthusiast but also the jogger, the walker, the baby-carriage-pusher, and last but not least it has now attracted the moped rider.

Out of the three times that I have used the bicycle path in preference to the roadway I have been injured due to no fault of my own. My first accident was the result of a head-on encounter with a bicyclist who would not keep to his right. I suffered two cracked ribs and lost some skin.

The second accident occurred in the almost identical area and under identical circumstances except that this time it was the result of inconsiderate pedestrians who were walking three abreast on the bicycle path. The inboard person actually collided with the bicycle and was knocked to the ground.

I noticed that pedestrians on the bicycle path appeared very hostile to the cyclist and demonstrated this hostility by either getting out of the way as slowly as possible or they just wouldn't move.

We recently rode on the Miles Standish Bicycle Path in Plymouth. This two-way path presented no problems on an off-season ride but could be disastrous on a busy Saturday, Sunday or holiday. The same is true of every bicycle path that I have found including the lovely paths through the National Seashore Park on Cape Cod and the path adjoining Old Cutler Road in Coral Gables, Florida.

Bicycle paths in my opinion should be "one-way" paths so as to avoid the potential head-on collision.

As a member of the Governor's Highway Safety Committee, and as an avid bicycle rider with few accidents to my record, I am of the opinion that bicycle paths should be restricted to bicycle riders, which is probably impossible, and should be wide enough to permit a median strip thus separating oncoming traffic which is probably also impossible to do.

The alternative is unpleasantly obvious. Take your chances with the automobiles; bike on the roadway where it is safe.

Ralph W. Galen, D.D.S.  
Past president, LAW and CRW

#### PRESIDENT'S MESSAGE

by Erving Pfau

The line-up of special events over the next couple of months is quite impressive: Ed Corea's sunrise ride is an annual delight that is always memorable, the LAW Century ride, two weeks later, and after another two weeks, the LAW Rally in Newport, Rhode Island.

I hope we can see a good turnout of CRW members for all of these events. However, I would like to make special comment regarding the CRW rally. In the

past, CRW participation in "outside" events has been fairly low, possible because of distance, or expense, or whatever. But this year could be different. Newport is close enough for day-tripping by car if expense or time away is an issue. If there is enough interest, we might possibly consider organizing a group to pedal down and/or back with a support vehicle(s) carrying personal gear. This type of rally, so close to home, should not be missed if at all possible. The cycling in the Newport area is really great, with many local points of interest: The Grand Mansions, beaches, Tennis Hall of Fame, etc.

And be sure to get your reservations in early as this is bound to be a very popular take-in.

On the equipment side, I now have a couple of hundred miles behind me on my Avocet Touring II Seat (forgive the pun) and have come to the conclusion that it is the most comfortable seat I have used to date. And this includes a Brooks Pro after about 10,000 miles of use and the Cool Gear "The Seat" after about 6,000 miles. It's no feather pillow but it is a great improvement. And I now have almost 3,000 miles on my new Weyless Hubs and I'm quite satisfied with them - they roll fast and smooth and I have seen no play or loosening of the bearings. I'm also using a Shimano Uniglide Chain and get smooth fast shifting over a wide range (14-34 rear, 42, 50 front) with a Campy front and Shimano GS Grane rear derailleurs. It is only slightly noisier if the shifters are positioned so that the chain rubs on the cages but a slight adjustment of the shifters takes care of that problem.

Let's see, what shall I try next? ...

#### FROM THE DIARY OF HOWARD MOORE ...

In looking over old notebooks of bicycle figures and old diaries, I have come across the following odd circumstance: My first attempt to ride a Century, my first attempt to ride a Double Century, and my first try at doing a "24" for mileage, all three failed of success. The first two were stopped by rain; my attempt at a 24-hour ride was not completed because I picked a wrong starting time. (I started at midnight! Subsequent experience demonstrated that the best time to start a 24-hour ride is 4:00 a. m.)

Let me tell you about my first double century attempt. Having ridden more than 20 centuries, I thought, in June 1927, that it was high time to do a double. Knowing that Springfield, Mass. was about 100 miles from Malden, I considered that the Connecticut River area would make a good turning point for my ride. Fifty years ago, motorists drove to Worcester and Springfield by the Old Post Road. There was no better way at that time. Starting from Malden I would therefore bicycling through Belmont Center, Waltham, Weston, Wayland, Marlboro, Northboro, and Shrewsbury, to Worcester. Then the route would lead through Leicester, Spencer, Brookfield, Warren, Palmer, and North Wilbraham, to Springfield.

My diary for June 23, 1927 gives the following rather sketchy information:

"Pretty hot. Left at just 4:00 a. m. Worcester 7:18 (44 miles) Springfield 11:45 (96.1) miles. Rode across river. Returned. Ate at Waldorf. Left at 12:45 p. m. Worcester at 5:00. Storm threatening. Northboro at 5:50; 162 miles. Storm came. Left bicycle at railroad station. Refreshed at Shattuck's Drug Store. Took bus for Boston at 6:30 for \$1.25. Boston at 8:00. Home at 8:40."

So the above, in brief, is my first double century attempt.

The bicycle was an Iver-Johnson, model 90, weighing 27 pounds, equipped with Persons saddle, racing handlebars, wood rims, single tube Fisk 28"x1 1/2" tire, New Departure model C coaster brake, rubber (!!!) pedals, and geared at 84 with 7" cranks. (Very satisfactory)

The year 1927 was followed by three years of very low bicycle mileage and I did not get to do a double century until 1931. Shattuck's Drug Store, by the way, is still in Northboro. It was formerly in the Old Town Hall Building on the north side of Rt 20. Three years ago it moved across the street to a new building all by itself. I visited this new store just recently (Aug. 5, 1977) and talked with the present druggist. Business is better than ever, he said. But there is no soda fountain in the new store. The old fountain was sold to a druggist in Vermont. But I get nostalgic for the days of the old-style drug store and days when nearly every town had an active railroad station which was there when you needed it.

#### LAW QUESTIONNAIRE

Have you filled out the questionnaire in this month's LAW Bulletin and returned it yet? Get off your duff and do it now!

#### RACING NEWS

Congratulations to Dick Talbot for breaking the course record for the Veterans Class in the 1977 Northeast Bicycle Club's Time Trials with a time of 27:18 for the 10.8 mile course, making him the winner in his class for two years straight. Other CRW members who did well in the event were: Senior Men - 3rd Dave Carey, 26:44; 8th Chris Ryan, 28:37; 13th Len Goodman, 29:46; WOMEN - 2nd Kathy Ryan, 36:42.

Here are excerpts from a personal letter from Dick Talbot describing some of the tribulations before the trial:

"... I won the 1977 Northeast Bicycle Club's Time Trial Championships at Concord-Carlisle on August 23rd with a record breaking time for Veterans of 27:18 for the 10.8 mile course. This broke my last year's record time of 27:33 (by 15 seconds), and is the second year in a row that I won the Veterans Event. (This is a new course record.) Needless to say it made this old Vet at "42" feel pretty good. Earlier this month I also placed 3rd in the NEBC Road Race Championships at Marlboro, winning a bronze medal. This somewhat made up for the poor luck I had at the District Time Trial Championships in June when I punctured 7 miles from the start. No restart is permitted under USCF rules so "that was that" until

next year. It was a horrible disappointment after training for over a year to go to the Nationals and then seeing my opportunity dashed by a mechanical failure (such is life!). My times on the 25 mile events had been very good 1 hr: 5 min. # and had I not flatted I'm certain I would have qualified (1 hour 08 min. req'd for Vets) and probably finished 2nd with the silver. I kept cycling through the summer, however, to keep in shape for the club championships. My bad luck continued into early August when I drove 300 miles to compete in the "Watchung Open" in New Jersey, a 25 mile USCF sanctioned time trial held on the New Jersey Championship road course (mostly flat). I got off to a great start and was holding a pace which would have assured a 1 hour:01 min+ time (good enough for 2nd) when I flatted again on the rear, 7 miles from the start. No restart was allowed so it was more agony. I also wrapped up a chain on the 12 hour time trial in Gardner and, unable to free it, watched helplessly while struggling with the damn thing for 48 minutes, as every one passed me by. This, after getting well out front for the first 63 miles. I had to pack it in.

### ROAD MARKING - by Ed Gross

After years of mixed experience in organizing and usually solo road marking efforts for longer rides, I have finally found a method that gives the greatest ease for the least work, though the marks may be a bit non-uniform. Taking the present Century run as an example: the method requires three riders, two of whom own cars and the third able to drive; the car-owners need to be willing to let the others drive their cars. Car A is driven to a point about one-third of the route from the start by rider B; Car B (owned by rider B) is driven to a point about one-third from the end of the route (say, the 66 mile point on a Century) by rider C. Now Rider A has started from the beginning with his paint can; after 33 miles or so of riding he will find his car, left at the appointed place by rider B. The latter, after covering the middle third of the ride with paint, will find his car where rider C left it (unless the old trickster C has driven off to Apalachicola with B's tools and champion Schnauzer) and then he (B) will be able to drive home; by now A probably has already got home. Finally C, if he's not so tricky as I've averred, will have covered the last third of the route and ridden thereby to the starting point and done.

Besides paint and trustworthiness the method also requires adequately gassed-up cars and extra keys or safe hiding places inside the unlocked cars; extra keys would seem safer. Obviously more or fewer cars can be used but division by three results in a shorter amount of driving than any other method.

### FOR SALE

Beautiful custom built tubular wheels for touring or training. Fiamme Rim, 36 hole, Campy small F. hubs. Robergel Sport Spokes with Clement 50 tires - like new	\$60.00
Cinelli Stems 115 MM (new)	8.00
Cinelli Bars "World Champ"	6.00
Winner Clusters Alum & Steel	10.00 alloy
(Many ratios avail) like new	8.00 steel

FOR SALE (continued)

Touring Wheels Super Champ, Campy large flange, Robergel Spoked X-3, Touring Tubular Wheels	50.00
Beautiful set of Time Trial Wheels Radial front, 3x rear, Med' D'or rims, Campy etc. etc.	70.00
Raleigh Colt boys Bike "Nice" 3 speed	70.00
Cinelli M-71 pedals & Cleats (new)	57.00
E. Rochester "Superlight" Titanium Pedals. Like new cost \$70.00	50.00
Weyless Pedals, Touring Cage brand new	55.00
Selica Italia Superlight racing saddle, padded	15.00

Dick Talbot 973-5581 (days)

NEW ENGLAND RALLY RESERVATION

Name.....Age .....

Address.....

City..... State..... Zip .....

Club Affiliation .....

Registration # \_\_\_\_\_ at \$6.00 = \_\_\_\_\_

Buffet # \_\_\_\_\_ at \$5.95 = \_\_\_\_\_

Reg. after Sept 1 # \_\_\_\_\_ at \$8.00 = \_\_\_\_\_

(Reg. plus \$2 late charge)

Total enclosed: \$ \_\_\_\_\_

Make checks payable to Narragansett Bay Wheelmen.

I hereby agree to release the Narragansett Bay Wheelmen, the League of American Wheelmen, their officers, members, and all Rally participants from any and all responsibilities and liabilities such as injury, loss, inconvenience, or damage incurred at the 1977 New England Rally.

\_\_\_\_\_  
Signature of applicant)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature of parent if applicant is under 18