

FEB. 1972

THE CHARLES RIVER WHEELMEN

131 MOUNT AUBURN STREET • CAMBRIDGE, MASSACHUSETTS 02138
CALENDAR

February 1972

JAN. 27, 7:30 pm, BICYCLE CLINIC AND WHITE ELEPHANT SALE - Bring your used or new cycling equipment for sale or trade. John Likins will demonstrate basic bicycle repairs and answer questions. Meet at Larz Anderson Museum, Pond St., Brookline.

JAN. 30, SKI-TOURING CHANGED TO 1:30 PM. St. Anne of the Fields Church parking lot for tour of Mt. Misery and Lincoln Woods. Leaders: John Likins, 738-2241 (days) and Wesley Frost, 259-9521. Bring a USGS 7½ minute map of Concord if possible.

FEB. 5-6 SNOWSHOE-BACKPACKING. Mt. Cardigan. Reserve by JAN. 22 with Janet McBride, 354-1552.

FEB. 6 SKI TOURING: Mt. Wachusett. Meet at Town Common, Princeton, 10 AM
Elliot Sommer: 1-481-0447, Marlboro

FEB. 13 SKI TOURING: Lincoln Woods. St. Anne of Fields Church parking lot, Rt. 126, Lincoln. 1:30 PM. Wesley Frost, 259-9521

FEB. 13 SKI TOURING: Harold Parker State Forest. Meet at Park Office, Middleton Road, No. Andover. 1:00 PM, George McCullough, 245-3526

FEB. 17, MONTHLY MEETING. 7:00 PM for dinner, 8:00 PM for meeting at Roundup Steak House, 39 Main St., Waltham (between Watertown and Waltham on Rt. 20). Dinner (cafeteria style) \$1.29 to \$3.69. Beverage and dessert extra. Jim Emerson will show slides of a recent cycling trip. All meetings in the future will be held at Roundup, due to popular demand, on the third Thursday of the month. During the cycling season, however, meetings will be discontinued.

FEB. 18-21 SKI TOURING WEEKEND: Waterbury Center, Vt. Ski Hostel Lodge. Reserve by Jan. 26 with Dale Knapschaefer, 275-6198.

FEB. 19 SKI TOURING: Hockey Rink, Middlesex School, Lowell Rd., Concord. 1:00 PM. Sylvia Merfeld, 862-1987.

FEB. 20 SKI TOURING: Mt. Wachusett, Meet at Town Common, Princeton. 10 AM
William Hanna, 876-6610.

FEB. 21 SNOWSHOEING: Houghtons Pond parking lot, Milton, 11 AM,
Gene Norton, 288-7897.

FEB. 25-27 SKI TOURING WEEKEND: Blueberry Hill Lodge, Brandon, Vt. Reserve by Feb. 5 with Karl Wendelowski, 1-263-4760

FEB. 2002

FEB. 26 SNOWSHOEING: Mt. Wachusett. Meet at Town Common, Princeton
10:00 AM Janet McBride 354-1552

FEB. 27 SKI TOURING INSTRUCTION: Call Mike Farny by Feb. 25: 259-9771

MARCH 3-5 SNOWSHOE CLIMB: Mt. Washington, A.M.C hut at Pinkham Notch.
Reserve by Feb. 15 with Galen Gilbert, 522-8957.

MARCH 4 SKI TOURING: Mt. Monadnock, N.H. Meet at Ark Bible Center near
State Park, 10:00 AM. Dick Bennett, 774-5986, Danvers.

MARCH 5 (SNOW/RAIN DATE-MARCH 12) 9:00 AM, 75-MILE RIDE. Meet at the
Duck Feeding Area, Rts. 30 & 128 for a repeat of rained-out Nov. 7 ride. Com-
plete directions for the fine ride follow, so no one should get lost! Leader, Jim
Kunkemueller, 785-0567.

Summary Instructions: Rt 16 to Holliston, back roads to Hopkinton (Instr. 3),
Rtes. 85, 117, 110 to Harvard, back roads to Littleton (Instr. 7), Rtes. 110,
225 through Carlisle, River St. to Concord, 2A to Bedford Rd., turn for Lin-
coln, Weston and back.

Detailed Instructions:

1. West on Rt 30 to Oak St., south on Oak and Cliff to Rt 16, Wellesley Hills.
2. West on Rt. 16 to Holliston Center.
3. In Holliston Center, turn right on Hollis St., at Highland Ave. (by high school),
go left and then right on Prentice. Continue to Ash St. Right on Ash to Hop-
kinton Center. (Note: Ash St. turns left shortly after joining it.)
4. From Hopkinton, take Rt 85 north (Cedar St.) to Rt 117. Pass through South-
borough, Marlborough and Hudson to Bolton.
5. West on 117 to Rt 110. Fruit stand at corner will be the planned stopping point,
approx. 40 miles from start.
6. North on 110 to Harvard Center.
7. Continue straight through Harvard Center (cross 111 to Old Littleton Rd.) as if
going to AYH Hostel. (Do not take last right hand downhill turn to hostel -
School House Rd. marked "sand at bottom"). Instead, bear left on Old Littleton
Rd. At next intersection take shallow left, at second intersection, go straight
across RR to Rt 110. (Restaurant here; approx. 50 miles from start).
8. Rt. 110 north to Rt 225.
9. Rt. 225 through Carlisle to River Street.
10. River St. south to Concord Center.
11. Rt. 2A east to Bedford Rd.
12. South on Bedford Rd. to Lincoln Center, left on Weston Rd.
13. Weston Rd. to Merriam St. to Weston Center, left on Post Rd. to School St.,
cross Rt. 20.
14. Take Newton St. back to Rt. 30.

Gearing in mid 50's or lower is recommended for Harvard to Littleton section.

THE LAZY CYCLIST

... A forum on efficiency in cycling

by Dave Bailey

Last month the subject of momentum came up, so here are some random thoughts on this very important topic.

Sometime, just for fun, when you are pedalling at a good speed on a clear road, see how far you can coast. No fair using downgrades or tailwinds! When you have stopped, look back to where you stopped pedalling. You see, a cyclist's energy of motion can carry him a considerable distance. Unfortunately, this works both ways -- he needs about the same distance to get up to speed from a standstill. Because the bicycle has very poor acceleration, the rider's kinetic energy represents a major investment of time and effort, one that he should not throw away unnecessarily.

How you use your brakes makes a big difference in the amount of momentum you will lose in a given traffic situation. When you see a delay of some kind developing ahead - a car turning left, a man crossing the road, or whatever - and you have the choice of slowing down or steering around the delay, it is usually best to go around the long way. You will lose a few seconds, but you will still be moving reasonably fast. Remember, energy put into the brakes is gone forever.

Of course, sometimes there is no safe way around a delay. So you use your brakes. But use them now, not later. The sooner you realize that braking is necessary, the less braking you will have to do. So get in the habit of cycling with open eyes and an open mind. Try to identify difficult situations as they develop, so that you have time to deal with them efficiently.

(By the way, an open mind is a valuable piece of safety equipment. If you discover that the car on your left wants to turn right, well, OK, that's groovy, you turn right too. Never argue with an automobile.)

An example of good braking technique, suppose a traffic light turns yellow some distance ahead. You could coast up to it, jam on the brakes, and stop. Or, which makes a lot more sense, you could slow down just a bit as soon as you see the light changing, and then coast. If you have judged the light accurately, it will turn green as you approach. If you are off one way or the other, then either you will have to brake a second time or you will be too far from the corner when the light goes to green. But anything is better than having to stop and take a foot out of its toe clip.

While you are coasting you should shift down to the gear you will need to be in when the light changes. If you find that you are trapped in a high gear and you are going too slowly to shift, just move your front shift lever forward. Since all you have done is slacken the cable, nothing will happen at first. But the return spring on the derailleur will be pulling the cage gently to the left, and as soon as you start pedalling again, the thing will shift down all by itself. (But never move either lever back with the pedals stopped, since that would tighten the cable, and something would have to give way.)

If you are starting down a hill and see a light turning yellow near the bottom, stop right where you are. You worked hard to get up that hill, right? By virtue of your present position you have lots of potential energy. Why dump it all down the drain by coasting down with your brakes on? Instead, wait until you are sure the light will be green when you get there, and then push off.

Pedal steadily. The push-a-bit-coast-a-bit style of riding is not only inefficient and silly looking; it is also dangerous to nearby cyclists. Every time you stop pedalling, even for a second, you lost a little momentum.

When you shift gears, you must relax the pressure on the pedals, of course. But don't waste a lot of time that could be spent pedalling. Keep pedalling normally while you are reaching for the shift lever. Then when you are all set, let up the pressure and shift. This may seem a trivial point, and normally it is, but on a steep hill if you waste any time while shifting, the bike may stop dead.

Very occasionally it happens that shifting gears is just not worth the trouble. Suppose you are sailing along in your 70-inch gear, spinning fast and doing 18 miles per hour. You see a short hill ahead, fairly steep but so small you could almost see over the top of it. You could start up it, shift down to, say, a 58-inch gear, and then go back to 70 a few seconds later, when you have reached the top. But you would lose more momentum by shifting gears twice than you would lose by staying in 70 and pedalling inefficiently for a few seconds. So you 'charge' the hill, as I call it. You hit the hill with good speed, increase your pedal force just a bit beyond normal as you climb, and resume your normal pedal force as you accelerate at the top. Just don't overdo anything - don't approach too fast, don't try to maintain full speed on the way up, don't accelerate too hard at the top, and don't try to charge a long hill.

When you are looking for a place to stop, try to find one on a hill. You are moving slowly there, so you throw away only a little momentum by stopping. Remember to shift way down - pushing off uphill in a high gear can be a real nuisance. If you have several reasons why you must stop, try to take care of all of them at once, so you don't have to stop several times.

Finally, don't waste time while you are stopped. All those minutes spent cycling at zero miles per hour do terrible things to your average speed for the day's cycling. Also, there seems to be a kind of physiological momentum that you will have to build up all over again if you stop for too long. For example, in cold weather it may take many miles of cycling before you feel comfortably warm, and once having achieved this state you don't want to throw it away.

Dr. Norman Wilson advises: Don't tour with sew-up tires! He lists as their disadvantages not only flats, but also broken spokes and deformed rims. I suppose the light rims that go with sew-ups are to blame for the rim and spoke problems.

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

THE NEW ENGLAND REGION OF L. A. W. will sponsor a tour of Scotland and England this coming July 20 through August 4. We leave Logan Airport enroute to Edinburgh on the 20th and return via London on the 4th.

As yet the exact itinerary and cost has not been determined, except the two week's tour will average approximately sixty miles per day. Contact has been made with the C. T. C. Club, England, in the hopes of their being able to tour with us as well as assist us in laying out the tour.

In that a preliminary announcement has been sent to the L. A. W. Bulletin, it is possible that the tour will be filled in short order as it will be limited to 50 L. A. W. members.

If any Club members and LAW members (membership 6 months prior to departure) want to reserve an advance reservation, all they need do is send a deposit of \$100 per person to me at the address listed below. This deposit will be returned upon request.

Ralph W. Galen, D.D.S.
P.N.P. LAW, New England Vice President
131 Mount Auburn Street
Cambridge, Mass. 02138

CYCLE-CAMPING GEAR

by Bob Shave

I'm reluctant to recommend strongly anything that I have in the way of lightweight camping equipment because I know full well that there is always something better. I'm constantly looking for something lighter and more functional than what I have.

First, though, I will strongly recommend two books that I believe you will find worthwhile looking into. One is, "Lightweight Equipment for Hiking, Camping & Mountaineering" put out by the Potomac Appalachian Trail Club, 1718 N Street NW, Washington, D.C. 20036. Three years ago it cost \$1.00. The other book you can probably pick up at your local library. It is, "The Complete Walker" by Colin Fletcher, and it's the best I've seen.

Now as for tents, I started with a 6 lb hi-lo affair; carried it once from Provincetown to Orleans and that was it -- too heavy. I bought a 4 lb White Stag tent and that was too heavy. Then I tried a hammock with a piece of plastic draped over it. The weight was terrific - only 11 oz. But it too was a failure. Mosquitoes congregated in droves under the plastic; moisture formed in large drops inside the plastic from breathing; and trying to get into a sleeping bag on a swinging U-shaped hammock is something else. So, I made a nylon tent which I used a number of times that looked like a pup tent and that was suspended from a rope running down from a tree. But I thought I could do better, so I made one. I tried it in the backyard and it was great for sleeping. Weight, about 2 lbs. However, I'm now attempting to improve on it. The problem is that there aren't too many places in the woods where you can find two trees (needed) with level ground between them so that you can stretch the tent out without having a third tree in your way. (The level ground is not

needed for the tent, but for sleeping without feeling like you're rolling out of bed.) So, back to the drawing board. The one that I'm currently working on is of the same basic design, but one that does not require any trees, nor a half-ton of tent poles in lieu of trees. This one has got to be it!

In Sloane's book on bicycling, it mentioned a Gerry tent at about a pound and a half, but I don't think I'd be very happy with it.

My sleeping bag is a "Comfy" by the Seattle Quilt Mfg. Co., down-filled, good to about 25°, 4 lbs. It can be compressed and rolled into a bundle about the size of a gallon jug. I've stuck with this through the years, and am reasonably satisfied with it. I've found it a little too warm most of the time. If I were to get another, I'd go with a little less down, and I'd get the mummy type that encloses the head - mine is mummy type but has a drawstring at the top that closes around the neck.

I have a lightweight StebcO "shorty" air mattress from L. L. Bean in Maine, but find it too heavy, and I don't like sleeping on it either. I have a small piece of Ensolite which I prefer. A small extra piece serves for double thickness under my hip. Weight, 11 oz. about a pound and a half lighter than the air mattress, a little bulkier though, but no inflating. A little inflatable plastic air pillow about 3 oz adds considerable comfort.

Stove? If you want something very light for a minimum of heating, Sterno has a kit that I like - not the little collapsible box-like stove, but a little kettle with a tripod-like gadget that holds a small can of Sterno and serves as the kettle holder. It weighs next to nothing. For a quicker, hotter flame, but a considerably heavier stove, I have a Svea 123 with a pint-size aluminum refill bottle. This is a nice little stove - goes like a blowtorch. I think on a longer trip it would be worth the extra weight.

There is a dandy little flashlight that can save you some weight. In the two books I mentioned above, it is listed as a Mallory. It is plastic and a little larger than a cigarette box. I picked one up several years ago in a sporting goods store at \$1.98. The very same thing with a different name (LectroLite) can be purchased in Woolworth's for 99¢. Weight 12 oz; with batteries, 3 oz. It throws a very good light.

LETTER FROM RALPH

April 30, 1972 will go down in history as Bike for the Retarded Day. The Massachusetts Association for Retarded Children, MARC, has asked our help in making this day successful.

Young and old, retarded and normal, will be riding for MARC in an attempt to replenish a diminishing bank account of one of our most important volunteer agencies. Statewide organizations such as the Jaycees, the Junior Federation of Women Clubs, Massachusetts Teachers Association, and others will be behind this movement. On the political scene, the Governor and his aides will be on hand to give prominence to the day.

Members of the cycling fraternity have been asked to assist on the 30th of April in a most unique way. Not only are we being asked to ride for MARC and help raise money, but more importantly we have been asked to help the cyclists in the various communities throughout the state by leading the ride.

You may be asked to lead the Ride for MARC in your community or at another location. In any event, please put this date aside on your calendar and promise yourself that on the 30th of April that you will do your utmost to assist this most worthy cause.

Sincerely yours,
Ralph W. Galen, D.D.S.
New England Vice President, L.A.W.

PUZZLE

Norman and Dick must journey to the Larz Anderson Museum (20 mi.) and arrive at the same time. With one custom-built Hurlow, they decide to ride in turns, dismount, leave the bike chained (1/2" case-hardened chain and lock) beside the road for the one walking behind to unlock and ride, and walk ahead to be again overtaken. If Norman walks 4 mph to Dick's 5 mph, but can ride 10 mph to Dick's 8 mph, how should they plan their ride? (Answer next month)

ECOLOGY POSTERS. Full color, 25 x 32", free from Public Affairs Office, Environmental Protection Agency, J.F. Kennedy Bldg., Rm 2303, Govt Center, Boston 02203.

BICYCLES AND PARTS FOR SALE

21 1/2" Schwinn Paramount, well maintained by experienced rider. Bill Brady 668-2793.

Campagnolo crankset \$30.

Campagnolo chainrings (42, 46, 49, 52) at \$9. Campagnolo-Roberghel-Mavic wheels \$43. Campagnolo rear derailleurs; Gran Turismo \$15, Nuevo Record \$22; T. A. Cyclotourist chainrings at \$4 (various sizes, 28 to 50 teeth); Shimano "333" derailleur \$4; Huret "Allvit" derailleur \$3; 8 1/2 oz Clement "Strada 66" used tubulars, very little wear, no patches, at \$4; alloy bars, Maes bend; steel upright bars, levers, cables, \$3. Many other misc. parts for sale. John Likins, 738-2241 (days.)

NEW MEMBERS

Glenn A. Chandler	43 Union St. No. Easton, Ma 02356	238-2993
John B. Coppedge	33 Brainerd Road, Allston 02134	734-2921
W. N. Dawes	55 Hosmer Road, Concord 01742	369-5899
Joseph I. Masters	205 Walden St., Cambridge 02140	868-5714
Eugene C. Ritvo	20 Spruce Hill Rd., Weston 02193	899-2464
Philip A. Robinson	c/o Waltham Cycle, 723 Main St. Waltham 02154	893-9426

David Schweppe	700 Commonwealth Ave., Boston 02215	353-8618
Jack R. Schylling	8 Dudley St., Cambridge 02138	547-7072
Ruth Sebell	100 Burlington St. Lexington 02173	862-2935
Ivars Skroders	48 Clark Rd., W. Newton 02165	
Alphee Surette	11 Shagbrook Rd. W. Bridgewater 02379	586-2193

CHANGE OF ADDRESS

Mary Jane & Bob Bohlen	30 Baker St., Foxboro 02035	543-4626
Richard Konig	18a Grove St., Arlington 02174	

JANUARY MEMBERSHIP EXPIRATIONS ...

Barbara Ahern - Royal Allaire - Bruce Bailey - David Bailey - George Bailey -
 Raymond Balley - Allan Barkin - Harris Bixler - Robert Brown - James Cannon -
 Michael Cohen - Yaakov Cohen - Henry Damon - Mary Derby - Robert Erickson -
 Donna Fannon - Morris Finger - Norman Fujiyoshi - Ralph Galen - L. Gillespie -
 Patricia Goodwin - Edward Hershman - Priscilla Jenkins - Frank Jones - Dale
 Knapschaeffer - William Lazenby - Carol Lee - Charles Lee - John Likins - Gilbert
 Lipman - Albert Margeson - Wilbert Mason - Janet McBride - Charles Mead -
 George Nourse - William Nourse - David Reid - Gerald Rosenthal - Carl Russo -
 Norman Satterthwaite - Martin Slobodkin - Henry Soron - Leonard Spaulding - Bill
 Springer - Joseph Stanewick - Wayne Steward - Paul Valzania - John Vanderpoel -
 Frederic Vega - Dick Wagg - Brian Watson - Bernard Weisman - Cutler West -
 Robert Williams - Frank Williams - David Wilson - Charles Zerwekh

FEBRUARY MEMBERSHIP EXPIRATIONS ...

George Bain - T. Barton - Stuart Bradford - James Callahan - Dorrie Clancy -
 James Colton - John Cuneo - Joseph Cunningham - Joseph Denniston - Armida
 Duprey - Alan Fishman - Eugene Gaston - Dalton Harrow - Donna Haines - James
 Kunkemueller - Antonia Marquez - George McCullough - Joseph Ress - Dennis
 Schneider - Harvey Silverglate - Norman Wilson.

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Gear Ratio Chart

	13	14	15	16	17	18	19	20	21	22	23	24	25	26	28	30	31	
32	66.5	61.7	57.6	54.0	50.8	48.0	45.5	43.2	41.1	39.3	37.6	36.0	34.6	33.2	30.9	28.8	27.9	32
33	68.5	63.6	59.4	55.7	52.4	49.5	46.9	44.5	42.4	40.5	38.7	37.1	35.6	34.3	31.8	29.7	28.7	33
34	70.6	65.6	61.2	57.4	54.0	51.0	48.3	45.9	43.7	41.7	39.9	38.3	36.7	35.3	32.8	30.6	29.6	34
35	72.7	67.5	63.0	59.1	55.6	52.5	49.7	47.3	45.0	43.0	41.1	39.4	37.8	36.3	33.8	31.5	30.5	35
36	74.8	69.4	64.8	60.8	57.2	54.0	51.2	48.6	46.3	44.2	42.3	40.5	38.9	37.4	34.7	32.4	31.4	36
37	76.8	71.4	66.6	62.4	58.8	55.5	52.6	49.9	47.6	45.4	43.4	41.6	40.0	38.4	35.7	33.3	32.2	37
38	78.9	73.3	68.4	64.1	60.4	57.0	54.0	51.3	48.9	46.6	44.6	42.8	41.0	39.5	36.6	34.2	33.1	38
39	81.0	75.2	70.2	65.8	61.9	58.5	55.4	52.6	50.1	47.9	45.8	43.9	42.1	40.5	37.6	35.1	34.0	39
40	83.1	77.1	72.0	67.5	63.5	60.0	56.8	54.0	51.4	49.1	47.0	45.0	43.2	41.5	38.6	36.0	34.8	40
41	85.2	79.1	73.8	69.2	65.1	61.5	58.3	55.3	52.7	50.3	48.1	46.1	44.3	42.6	39.5	36.9	35.7	41
42	87.2	81.0	75.6	70.9	66.7	63.0	59.7	56.7	54.0	51.5	49.3	47.3	45.4	43.6	40.5	37.8	36.6	42
43	89.3	82.9	77.4	72.6	68.3	64.5	61.1	58.0	55.3	52.8	50.5	48.4	46.4	44.7	41.5	38.7	37.5	43
44	91.4	84.9	79.2	74.3	69.9	66.0	62.5	59.4	56.6	54.0	51.7	49.5	47.5	45.7	42.4	39.6	38.3	44
45	93.5	86.8	81.0	75.9	71.5	67.5	63.9	60.8	57.9	55.2	52.8	50.6	48.6	46.7	43.4	40.5	39.2	45
46	95.5	88.7	82.8	77.6	73.1	69.0	65.4	62.1	59.1	56.5	54.0	51.8	49.7	47.8	44.4	41.4	40.1	46
47	97.6	90.6	84.6	79.3	74.6	70.5	66.8	63.4	60.4	57.7	55.2	52.9	50.8	48.8	45.3	42.3	40.9	47
48	99.7	92.6	86.4	81.0	76.2	72.0	68.2	64.8	61.7	58.9	56.3	54.0	51.8	49.8	46.3	43.2	41.8	48
49	101.8	94.5	88.2	82.7	77.8	73.5	69.6	66.1	63.0	60.1	57.5	55.1	52.9	50.9	47.3	44.1	42.7	49
50	103.8	96.4	90.0	84.4	79.4	75.0	71.1	67.5	64.3	61.4	58.7	56.3	54.0	51.9	48.2	45.0	43.5	50
51	105.9	98.4	91.8	86.1	81.0	76.5	72.5	68.8	65.6	62.6	59.9	57.4	55.1	53.0	49.2	45.9	44.4	51
52	108.0	100.3	93.6	87.8	82.6	78.0	73.9	70.2	66.9	63.8	61.0	58.5	56.2	54.0	50.1	46.8	45.3	52
53	110.1	102.2	95.4	89.4	84.2	79.5	75.3	71.5	68.1	65.0	62.2	59.6	57.2	55.0	51.1	47.7	46.2	53
54	112.2	104.1	97.2	91.1	85.8	81.0	76.7	72.9	69.4	66.3	63.4	60.8	58.3	56.1	52.1	48.6	47.0	54

Officers: Charles River Wheelmen

President	Dick Bostwick	332-7745
Vice President	Rodney Huck	266-4011
Treasurer	Donald Blake	275-7878
Secretary	Miss Priscilla Jenkins	479-3281
Membership Secretary	Miss Ann Murphy	484-3727
Bulletin Editor	John Likins	354-4876