

JULY 1976

EVERY SATURDAY ... Rapide comme l'escargot ... Beginners and easy riders series - July continuing the very popular easy rides on Saturday mornings. The pace is as slow as the slowest rider; the social and spiritual pleasures of club-riding are our goal, over easy terrain. Meet at the Duck Feeding Area, Rt 30 at Rt 128, 8 a. m. Saturday for ride of approximately 1 hour. Leader: Ed Gross, 969-0477, no later than 9:30 at night.

SATURDAY, JULY 10, 11:00 A. M. - A leisurely paced 15 mile ride, starting from the Trailside Museum, Blue Hills Reservation on Rt 138 in Milton, will be led by Andy Rudowski. This ride will proceed through Canton, Westwood and Dedham, and is an opportunity for new members (and old members who may be a bit rusty) to enjoy a club ride. Leader: Andy Rudowski, 361-5273.

SUNDAY, JULY 11, 18, 25 and AUGUST 1: Is 30 miles too far? Mary Maraggio has volunteered to lead an alternate ride program on Sunday mornings. These rides will be slow-paced and will generally be about 10 miles in length. The starting point for all rides will be the Boston Globe parking lot, 135 Wm. T. Morrissey Blvd., Dorchester. The rides will go along the shore to Pleasure Island, Quincy, or other nearby points. All rides will start at 9:00 a. m. If there is a good response, Mary will continue this program through the summer. Leader: Mary Maraggio, 282-9812.

WHEELPEOPLE

The Charles River Wheelmen
2210 Massachusetts Avenue
Cambridge, MA 02140

Commercial Aviation



10/76

JOHN J SPRINGFIELD
16 RANSOM RD. APT 10
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 Rd., Malden 02148.

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

Healthful Fellowship Through Bicycling

SUNDAY, JULY 11, 10:00 A.M. A new ride starting from the Duck Feeding Area at Norumbega, Auburndale, Rts 128 and 30. This ride will be 40-50 miles in length, and will be a loop going generally west to Sudbury and Hudson. The pace will be moderate. Leader: Quentin Klein, 527-1557.

THURSDAY, JULY 15. There will be a meeting of the Board of Directors, committees and other members willing to work for the betterment of the CRW at the Round-Up Steak House, 39 Main Street, Rt 20, Waltham. Dinner 6:00 pm; meeting starting promptly at 7:00 p. m.

SUNDAY, JULY 18, 10:30 a. m. Andy Rudowski will lead a moderately paced 25 mile ride through Milton, Randolph, Braintree and Canton. The ride itself will start at 11 a. m. at the Trailside Museum, Blue Hills Reservation, Rt 138 in Milton, and will be preceded by a climb (on bicycles) of Great Blue Hill. The hill climb will begin at 10:30, also from the Trailside Museum. Roads will be arrowed. Leader: Andy Rudowski, 361-5273.

SUNDAY, JULY 25, 10:15 A.M. A summer cooler. Rides of 30 and 50 flat miles on back roads featuring cranberry bogs, woods and ponds. Bring food and drink for a picnic lunch on the shore of Buzzards Bay, where both routes will join for a rest stop. The starting point for both rides is Fernande's Super Market parking lot, Middleborough, Mass. From Boston, take Rt 24 south to Rt 25, and Rt 25 to the Rt 105 exit in Middleborough. The supermarket is a few blocks north on Rt 105. Leader: Mike Gengler, 742-6550 (days) or 484-5088 (evenings).

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 _____

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.

SUNDAY, AUGUST 1, 10:00 A. M. Meet at the Cambridge Common for a friendly multi-paced ride. Fast riders can go ahead and wait for the rest of us at a chosen lunch stop. We want to encourage all people interested in riding 33 miles to join us. There will be three leaders so we can accommodate all who want to ride. We will do Trip #7 from Keith French's book. He describes the terrain as "mostly rolling with occasional short steep climbs." There is a possibility of a lemonade stop in Winchester on the way back. Bring your lunch and join us for a good time. Leaders: Nancy Clark, 729-0521; Lilyan Frank, 661-7203; Debra Glassman, 489-3141.

SUNDAY, AUGUST 8, 11:00 A. M. Jim Emerson has laid out a ride passing through much pretty farmland and a few small towns directly south of Boston. This ride was included as #G-8 in the series published by the Dept. of Natural Resources. Options of either 19 or 30 miles. Starting point is the BPM Supermarket, 4½ miles south of Rt 128 on Rt 138 at Center Street in Stoughton. Leader: Jim Emerson, 1-344-7364.

SUNDAY, AUGUST 15, 10:00 A. M. A ride of approximately 60 miles will begin at the Duck Feeding Area at Norumbega, Auburndale, Rts 128 and 30. A shorter option may be available, so call the ride leader if you do not wish to do the full 60 miles. Back roads will be utilized. Dick Buck, the leader of this ride, led a fine ride this spring from the same point, and promises a new route for this ride. Leader: Dick Buck, 923-8909.

PRESIDENT'S MESSAGE . . .

The turnout of CRW riders for some of our recent events has been somewhat gratifying. There is, however, still plenty of room for improvement. I led a novice group of six riders over Ed Gross's Newton loop of 12 miles which everyone seemed to enjoy. This is a weekly event which starts off from the Newton City Hall, Commonwealth Ave. and Walnut Streets, every Saturday at 8:00 a. m. Perhaps some of you more experienced riders would like to initiate this sort of thing in your own neighborhoods. It would be interesting to see what sort of participation we could spark if three or four of these rides could be offered on a regular schedule. The pace should be leisurely and the route selected for scenic value and light traffic whenever possible. your own neighborhoods. It would be interesting to see what sort of participation we could spark if three or four of these rides could be offered on a regular schedule. The pace should be leisurely and the route selected for scenic value and light traffic whenever possible.

It is my thought that by encouraging this sort of activity we would achieve several desirable ends. New riders would undoubtedly develop new strengths and a greater confidence level. Through contact with experienced ride leaders, a line of communication could be opened up to encourage safe, responsible riding habits, maintenance skills and equipment information. A new awareness of the status of the adult cyclist in a road-bound society can be developed. And then, of course, there is the social experience - the new friends to be made and enjoyed. Aren't these the reasons that, after all, prompt one to join a club like the Charles River Wheelmen?

If you have a local ride of about 8 to 12 miles that you would like to share with us why not give Lilyan Frank, 661-7203, or Mike Gengler, 247-1842, a call to sched-

A Letter From Last Summer (Ed Gross)

In July 1975 I took my wife and three daughters to Southwest Harbor, on Mt. Desert Island (near Bar Harbor) in Maine to cool off. Of course we took the bikes, my Peugeot PX-10, Paula's battered old UO-8, and the kids' various vehicles - and of course our tandem. From Southwest Harbor to the other lobe of this peculiarly bilobed island was about 9 miles, but it was close to 20 to reach the Park Loop Rd., a magnificent roadway cut between mountains, around lakes, and along the ocean.

The first few days after our arrival were foggy and rainy, but just when we were going stir-crazy, the sun shone. The kids were out in the early morn hunting blueberries - but they were still green, and I was off like a shot to tour the island. It smelt of pine and fog and was a challenge, especially the road up Cadillac Mountain, not a very high peak but remarkably barren with a distinct timberline and a good road all the way up. The Park Loop was a thrill. After a long slow climb through unsuspected mountain passes there's a terrific swoop along sheer rock cliffs, some of the most exciting mountain climbing around New England, and one suddenly emerges over the ocean, with waves crashing on the left; up again, and slowly past Thunder Hole, where, on a good day with the tide half in and a storm at sea, the waves crash and boom and water sprays the sightseers. Just before this are the Precipice trail up the sheer face of Mt. Champlain, and the Beehive, a strange mound with sheer climbs but easy enough for a five-year old with brave parents. Sand Beach, below, is made of shells, and the water turns a light blue instead of cold green as it shows the shallow floor below. Inviting, but never warmer than 57 or so - I feel akin to the seals and walruses when I swim there.

Finally, one day I toured in the morning and the air smelt of blueberries and so the kids were to be satisfied. Paula and I took the tandem over to the park loop and got on. After the climb and the coast, the cool air felt good. Otter cliffs (I like better the "Cliffs of Otter" as it says in the old maps) looked inviting to descend, not menacing; the Jordan Pond House was busy that afternoon serving popovers and ice cream, their specialties. As we approached Jordan Pond we spotted an old gentleman on a very bespoke cycle, dressed in Sergals and Dettos. We all stopped at Jordan Pond House and had lemonade together. He introduced himself as Henry Agnese, formerly a hairdresser in Bar Harbor, now retired and living in Bar Harbor or in Somesville, on the island, and in Palm Beach in the winter. He stopped at Jordan Pond House and had lemonade together. He introduced himself as Henry Agnese, formerly a hairdresser in Bar Harbor, now retired and living in Bar Harbor or in Somesville, on the island, and in Palm Beach in the winter. He had taken up cycling "only a few years ago" and his son, Henry Jr., was now interested but had a lot of years to go to catch up to his father - in mileage and, I think, in speed. Henry told us how he likes to climb the Cadillac Mountain road; a remarkable figure at 71 years of age, he always had applause from an audience at the top. We rode on with him for a while but he soon pulled away from our plodding tandem, but not before inviting us to ride with the Penobscot Wheelmen the following Sunday.

The Penobscot ride was to begin in Blue Hill and I thought it would be nice to ride the 20 or 30 miles to get there, rather than go in a car with Henry and Henry Jr. Little did I know that the map's mileage marks left out about 30 miles of the distance. When I finally got to Blue Hill, a beautiful art colony and old town on the

Penobscot Peninsula, they were gone; but a map left on someone's car windshield (how I wish the CRW would adopt this practice!) showed the way. However, I learned some 10 miles out that the route had not been so thoroughly researched as we are used to and one road hardly exists, though indicated. Turning off this quickly I caught the group near Sedgwick, a remarkable little village with a story to tell too. Henry was among the leaders, all moving along at a good clip. Trailing, but not far behind, was old Ed McMullin, 84 years old. Thighs and legs last forever in Maine; maybe it's the long winters. I think I should move there and be preserved. After a few miles of sprinting with Henry Jr. and some of the younger members, I was regaled with a picnic meal prepared by the riders in advance and joined by spouses and children for a pleasant social event in the playground near the start.

.....

Guess what bicycle club was mentioned in FORTUNE magazine. Read the June issue, page 78 for the answer.

THE LONG DISTANCE DAY TRIP

Richard P. Talbot, The Charles River Wheelmen

The final article in the series covers bicycle component selection and customizing criteria for the long distance day tripper.

Gearing Part 2 presented procedures for building up freewheel clusters and chainring combinations to achieve customized gearing which will meet the needs of a particular rider and trip. To provide an inventory of freewheel parts to accomplish this, I recommend purchase of two Sun Tour Pro Compe Custom freewheel kits. Kits are available from Bikeology mail order (catalog Nos. F1K1 and F1K2). Each kit consists of ten assorted steel cogs, necessary spacers and a freewheel body. Steel cogs are preferable to aluminum for most distance cycling because of better wear resistance and parts availability. The Sun Tour Pro Compe (Gold) freewheels offer reasonable precision and long life at moderate cost. Each kit costs less than \$13; so for a total investment of approximately \$26, you will have two quality freewheel bodies and 20 cogs, ranging from 14 teeth to 20 teeth in 1 tooth increments and 22 teeth to 34 teeth in 2 tooth increments (4 cogs are duplicated: 14, 24, 26, and 28). These sizes allow ample flexibility for a wide range of customized ratios; additional cogs are readily available. Eventually, you may wish to experiment with the Sun Tour "Winner" series of freewheels. Intended primarily for competition, these aluminum clusters have precision machined steel bodies, are ultra smooth in operation, and offer minimum weight. Unfortunately, "Winner" cogs are not interchangeable with their "Pro Compe" brothers and they are quite expensive (\$25 and up for a five speed freewheel).

Chain ring changes should be made only after exhausting all possibilities of changing freewheel cog sizes. Chain rings are expensive, especially the exotics like Campy. Sugino's Mighty Compe chain rings are interchangeable with Campy; so for those whose bikes are equipped with Campy a modest number of chain rings from the Japanese line will be less costly than buying Campy molo replacements.

As far as I have been able to determine, the Sugino rings are equal in performance to Campy.

Seats Probably the most vexing problem for distance cyclists is that of finding a comfortable seat. Until one has experienced 12, 15, or more hours of continuous in-the-saddle riding, it is difficult to appreciate the magnitude of the "seat problem." It may be more of a case of the cyclist being "broken in" rather than the seat. If so, it appears that sufficient conditioning and thousands of miles of riding may result in it being possible to ride on a 2 x 4 without a whimper. On the other hand, most people could benefit from a little experimentation with various saddles. Unfortunately, such experimentation can be costly (ever try to return a slightly used seat or, worse still, sell one?) Admittedly, anatomical and constitutional differences between cyclists make seat selection a highly personal process. With that qualification, it is hoped that the following findings may provide some guidance in your search for the "perfect" seat.

Six months of on-the-road experimentation with every major brand of seat - Cinelli (Buffalo No. 3); Brooks (Pro); Kool Gear's "The Seat" (touring model) and Lambertini - has led this writer to the following conclusions:

1. Price is no indicator of comfort.
2. A nylon shell covered with leather plus a sandwich layer of foam offers as much comfort as full leather.

After much trial and error, my final choice was a Lambertini, padded, suede leather covered seat. It offered the best support and comfort for long distance riding, its price was less than half that of a Brooks or Cinelli, and at 369 grams it is about the lightest seat on the market. It is also adjustable, a feature surprisingly lacking in the Cinelli model.

A bit of customizing which further improved the comfort of this seat was the drilling of a series of $\frac{1}{4}$ in. holes through the nylon shell at the location of each ischial tuberosity. When doing this, be sure you do not drill clear through the padding and leather seat top. Use a sharp drill and carefully remove any nylon burrs which may project up into the padding with an Exacto knife. Drill the holes in an elliptical pattern and increase their number after road testing until the desired degree of comfort is obtained. For perfect fit make final adjustments using the saddle tensioning screw.

If you cannot achieve a reasonable degree of comfort after trying all of the above, then perhaps the problem is more deep seated (no pun intended). You may either have a physical problem that only a physician could advise you on or you have not toughened up enough. The prescription for the latter is to keep riding, but, perhaps, cut down the length of your trips until your backside is properly acclimated.

A final suggestion which few cyclists seem to know about is that of liberally applying vaseline to the entire crotch area before the ride and also during the longer tours. This, plus the use of chamois lined pants, is a most effective deterrent to chafing and soreness.

Handlebars Whether you use the Randonneur or a classic road racing bend is strictly a matter of individual preference. I use a No. 63 Cinelli Campione del Mondo exclusively and find it satisfactory for even the longest day trips. However, I increased its width to 16 5/8 in. in order to allow greater expansion of my chest cavity. This little trick is quite easy to accomplish by gentle prying. If you have aluminum bars at present and believe your breathing is constricted when you are on-the-drops, do not be bashful about spreading those bars. Some of the bar widths I have noticed on less expensive bikes appear to be made for people with very small shoulders indeed. Women may find it desirable to narrow the bar width. An inch one way or the other can make a measurable improvement in comfort and performance.

A second handlebar related problem is road shock and resultant nerve damage to the cyclist's wrists and hands. This can be especially serious. On long distance day trips of 100, 200, or more miles, road shock transmitted through the bars can have a very debilitating effect on the cyclist. For example, on an early 225 mile sojourn into our neighboring state of New Hampshire, I was exposed to about 13 hours. of jarring due to a rather poor road surface. Upon completion of the ride, I found I had lost all feeling in the last two fingers of each hand. This lack of feeling persisted for about three days after the ride. There are many factors which influence the amount of road shock transmitted. These include types of tires, inflation, spoking, head tube angle, fork rake angle, length of stem extension, and handlebar taping. If your bike geometry is well set up, the only variable worth changing from an economic standpoint is the handlebar taping.

The ultimate solution which has worked well for me was twofold. First I wrapped my bars with a single layer of Bailey cushion grip tape. This works well for moderate length trips, but for those of extreme length and duration, I utilize the following treatment which has proven to be inexpensive and effective:

Purchase about three feet of preformed foam pipe insulation of the proper ID to fit around your taped bar. Cut this into appropriate lengths to fit on the top of your bar and drops. Secure these lengths to the bar using plastic electrical tape at the ends only.

~~The resulting "super cushioned" handlebar may not look like "Fast Eddy's",~~
plastic electrical tape at the ends only.

The resulting "super cushioned" handlebar may not look like "Fast Eddy's", but it will be a godsend on those long trips. I can personally testify that, on a 305 mile trek this past September, comprising 19½ hours of mostly continuous riding, I experienced no hand or wrist discomfort and no loss of feeling. In fact, I felt the "super cushion" greatly reduced the road impact to my upper arms and shoulders. The pipe insulation can be easily removed and reused.

I hope that you have found these articles helpful and that it will stimulate some real interest in long distance day tripping. Obviously, there are many refinements and much more which could be written about the sport, but the best next step is to try it, so "Good Biking."