

WHEELPEOPLE

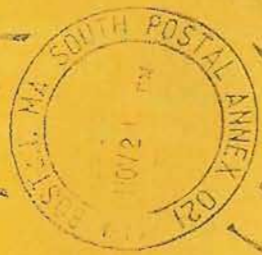
DEC 1978



The Official Monthly Publication Of

The Charles River Wheelmen

The Charles River Wheelmen
3 Bow Street
Cambridge, MA 02138



11/79

JOHN J SPRINGFIELD
10 SHORT ST APT 5
BROOKLINE, MA. 02146

The Charles River Wheelmen is an affiliated club of the country's oldest bicycling organization, The League of American Wheelmen.



RIDE SCHEDULE

The Charles River Wheelmen is a group of adult bicyclists that sponsors rides throughout the entire year. Although most of our rides are social and recreational, we are also interested in touring, racing, and commuting. Our regular ride schedule runs from spring to fall; loosely organized "Frostbite Rides" are offered in the winter. Our regular season rides have a group leader (who often stays in the rear), a marked route, and planned stops to facilitate social fellowship. Two loops are offered on each ride, often with a common lunch stop.

By contrast, the winter "Frostbite Rides" are planned only as far as the starting point. The riders who show will determine the direction and pace of the rides.

Once a year we join with the L.A.W. and sponsor a 100-mile (Century) Ride. Riders travel at their own pace and try to complete 25, 50, or 100 miles. Refreshments are supplied at stops, and patches are awarded to the riders who finish.

Although members try to help each other with repairs, we urge you to carry your own pump and simple repair kit. If you're not sure how to use the tools, ask the ride leader or an experienced club rider. Don't be afraid to ask. Club riding is fun and educational!

OFFICERS

Earl Forman, President	894-2084
Ed Trumbull, Executive V.P.	332-8546
Debra Glassman, V.P. of Rides	489-3141
Don Blake, Treasurer	275-7878
Al Basso, Membership Chairperson	666-8571
Bill Piekos, Social Chairperson	661-2691
David Johanson, Publicity Chairperson	357-9300 (days)
John Springfield, Editor	566-1928

BOARD OF DIRECTORS

Earl Forman	894-2084
Al Basso	666-8571
Carla Buerig (Recording Secretary)	655-3447
Joan Campbell (L.A.W. Centennial Rep.)	484-1045
Debra Glassman	489-3141
Ed Gross (L.A.W. Vice President)	969-0477
Eric Hall	965-4768
Chris Ryan	232-8294
John Springfield	566-1928
Ed Trumbull	332-8546

Membership Application

Membership in the CRW also includes membership in the League of American Wheelmen. The LAW publishes a monthly magazine, sponsors regional bike rallies, and defends your right to use the roads.

New? Renewal? If Renewal, include LAW member no. _____

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

Individual Membership: \$15 per year Household: \$19 per year
 The CRW bylaws require that members be at least 16 years of age.
 Make checks to: Charles River Wheelmen, 3 Bow Street, Cambridge, MA 02138
 DUES INCLUDE L.A.W. DUES. DO NOT MAIL L.A.W. DUES TO L.A.W. SEPARATELY.

Coming Events

* * * * *
 * * * * * F R O S T B I T E R I D E S * * * * *
 * Don't let a little cold weather keep you from cycling. Every *
 * Sunday we will meet at a designated place and mutually decide *
 * the pace and destination of the ride. There will be no arrows *
 * and no designated leaders. Instead, we offer you the warmth of *
 * camaraderie and the thrill of exploring new places. Come pre- *
 * pared with adequate clothing, tools, and maps. Remember, all *
 * Frostbite Rides are "show-and-go". There will be no arrows *
 * to follow if you arrive late. Please be on time. Have fun! *
 * * * * *

NOVEMBER 26, SUNDAY, 10:00 A.M. - Show-and-Go ride starting at the Cambridge Common, up Mass. Ave. from Harvard Square.

DECEMBER 2, SATURDAY, 8 P.M. to 2 A.M. - Disco Dinner Party at the Polish American Citizens Club, 747 Cambridge St., Cambridge. CRW members and their guests are invited to attend this annual bash sponsored by Joseph Piekos, brother of Bill Piekos. The food is free, but drinks will cost 50¢. The music will be loud and with very few breaks. Come and dance your feet off, or "chow down" on the sidelines. You might call this a chow-and-go affair. Call Bill Piekos, 661-2691, for directions and information.

DECEMBER 3, SUNDAY, 10:00 A.M. - Show-and-Go ride starting at Cleveland Circle, Beacon Street and Chestnut Hill Ave., Brookline.

DECEMBER 4, MONDAY, 7:30 P.M. - Board of Directors meeting at the Harvard Community Health Plan, 1611 Cambridge St., Cambridge. President Earl Forman will announce the new club officers and discuss goals for the coming year. The jersey selection committee will present their final designs to the Board. Other issues to be discussed will be the Lloyd Sumner lecture, CRW ski outings, the annual awards dinner, the Bikecentennial film, and any issue you wish to bring up. All members are welcome.

DECEMBER 8, FRIDAY, 7:30 P.M. - ANNUAL DECEMBER SOCIAL. Instead of a club meeting, we offer you a relaxed beer, wine, cheese, and munchies gettogether at the home of Debra Glassman. In the past this has been a good time to renew old friendships and to swap ideas on everything from bikes to brands of beer. A donation of \$3.00 is asked to help pay for the food and to improve the club treasury. Directions to Debra's House, 25 Trowbridge, Belmont:

From the east: Take Concord Ave. from Harvard Square, past Fresh Pond, cross Blanchard Rd., go 3 blocks, turn right onto Trowbridge.

From the west: Take Concord Ave. east through Belmont Center, past Belmont Town Hall, go under the railroad bridge, continue east for 1 mile, turn left onto Trowbridge.

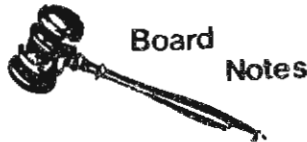
DECEMBER 10, SUNDAY, 10:00 A.M. - Show-and-Go ride starting at the Duck-Feeding Area, Route 128 and Route 30 in Weston.

DECEMBER 17, SUNDAY, 10:00 A.M. - Show-and-Go ride starting at Dedham Plaza, Route 1 (VFW Parkway) and Washington Street.

DECEMBER 24, SUNDAY, 10:00 A.M. - Show-and-Go ride starting at Waltham Common, Route 20 (Main St.) and Moody Street, Waltham.

DECEMBER 31, SUNDAY, 10:00 A.M. - Celebrate New Year's Eve with a friendly jaunt from the parking lot in Newton Centre, Beacon Street and Centre Street. This is a Show-and-Go ride.

JANUARY 7, SUNDAY, 10:00 A.M. - Show-and-Go ride starting from the Boston Public Gardens, Arlington and Boylston Streets, Boston.



The Board election ballots were counted by the nominating committee at the home of Earl Forman on November 8th. Debra Glassman, John Springfield, and Mark Roseman were assisted by Earl and Bea Forman and Ed Trumbull in tabulating the results. Candidates were phoned that night so they could attend the Board meeting on November 9th. 68 ballots were received; one was blank, and one was disqualified because there were seven votes listed (the maximum allowed was six votes).

The candidates winning 3-year terms were Al Basso, Ed Gross, and Ed Trumbull.

Those winning 2-year terms were Carla Buerig, Joan Campbell, and Eric Hall.

At the November 9th meeting, the Board appointed Chris Ryan to fill the 1-year term left vacant by Dick Talbot's resignation.

The Board then unanimously voted to select Earl Forman as its President for the coming year.

Therefore, the Board will be composed of the following people:

<u>Name</u>	<u>Expiration of Term</u>
Al Basso	Nov 81
Ed Gross	Nov 81
Ed Trumbull	Nov 81
Carla Buerig	Nov 80
Joan Campbell	Nov 80
Eric Hall	Nov 80
Debra Glassman	Nov 79
Chris Ryan	Nov 79
John Springfield	Nov 79
Earl Forman	Dec 79

Carla Buerig was unanimously elected Recording Secretary. It was agreed that minutes will be mailed to all Board members and to all who attend a particular meeting.

THANKS TO ALL MEMBERS WHO VOTED AND TO THE CANDIDATES WHO RAN. THIS WAS THE MOST SUCCESSFUL BOARD ELECTION WE HAVE HAD!

**FROM THE
PRESIDENT**

I was intrigued by a recent letter in the Boston Globe about jogging that could just as well have been about bicycling. The author was commenting about the recent rash of articles and letters knocking the jogging/running craze along with its practitioners. A runner himself, and one of its ardent advocates, the author took the stand that running deserved to be berated, not for the usual reasons, but because it was a sport that was totally self absorbed and hedonistic. As a consequence it contributed nothing to society, nothing to benefit others and bring the delights and values of running to those in need. As example he felt runners should volunteer to spread the runners gospel to prisoners, handicapped people, etc.

When I say that the author could just as well be commenting about cyclists I don't mean that we need to teach prison inmates to cycle (although the tandem program for the blind is something we should be volunteering for). What I do see as the similarity is that there are many important and serious public issues related to cycling and the public that we, as a mainly recreation oriented club, tend to ignore. Many of these are really issues of benefit to other cyclists as well as ourselves but bicyclists collectively have either ignored or done a poor job in most of these areas. The sort of thing I have in mind are safety programs for kids and other beginning cyclists, teaching of rudimentary maintenance and repair (ride "clean up" on CRW ride someday and find out how many of our own members have neither the means nor the knowledge to repair a flat), volunteering to mark bike routes such as the East Coast Bicycle Trail, setting up an effective touring advice program, etc. Or on a more serious note our clubmates have been involved in incidents and accidents that point out needs for programs for both the public and public safety officials to alert them to the verbal and sometimes physical abuse that some of our women members are subjected to as well as the need for bicyclist oriented legal advice when accidents or incidents occur.

In the area of legislation, we seem to be more inept than most in influencing and effecting legislation that concerns cycling. I'm thinking about bike parking facilities where we work and in town, the inability to get a bike on the MTA (what has San Francisco got that we don't have?), and other needs of utility and pleasure cyclists.

I don't mean to convey the idea that I am down on the recreational and social nature of our club. But if there are members who would like to get involved in these types of issues and programs I'd like to hear from them. I think it would make us a much stronger club if the CRW put more effort into some of the serious issues affecting us all.

In a less serious vein, I know you all will join me in saluting two of our active septuagenarians who celebrated birthdays this month. I had the pleasure of sharing cake and other goodies with Dr. Cutler West who celebrated his 75th birthday a couple of weeks ago. Unfortunately this year I missed Dalton Harrows annual corn chowder and pedalling party - a great way to celebrate a birthday. I know all of you join me in wishing them many active years on the road.

Earl Forman



A question at the bottom of page 4 of October WHEELPEOPLE asks: "When was the last time you cycled 250 or 300 miles in 24 hours?"

Speaking for myself, the date was Tuesday, August 27, 1940. My diary of that date gives a rather complete record of that trip. It is as follows, the start being from my home in Malden.

"Fine day; light wind only; clouds now and then; all clear tonight. Left at 4:00. Rte 3 to Plymouth, Sagamore bridge. First real stop at Falmouth; 83.6 miles at 9:45. On to Hyannis. Ate at Harwichport, 12:15 (Parker's). Had taken Fisk Street and Lower County Road from West Dennis. On to Chatham, also North Chatham. Then Orleans.

Stop in South Wellfleet. Provincetown at Commercial and Bradford at 3:58 and 161 miles. Around the point. Left at 5:00 and 171 miles. Talked with girl hostellers in North Truro. Orleans, at 7:00 and 196.

Got flashlight at Brewster. Ate in Dennis, and again at the Blue Shutter in Sandwich. Also at diner in Wareham, 10:45 - 10:55. Then South Wareham and West Wareham and Rte 58. South Weymouth at 1:38 and home at 3:30 and 304 miles.

Stops, 2 hr. 29 min. Spent for food, \$2.05, for flashlight complete, \$.49. Number of stops, about 18."

In 1940 I owned two bicycles, but I know well enough that the one I used for the above trip was my 1937 Drysdale equipped with single gear of 78, Lobdell wood rims, V-type, and either Hutchinson or Englebert 15-oz. road tubulars.

It seems unbelievable that in 1940 prices were so low that I could purchase all I needed to eat on this trip for a mere \$2.05. I know that the amount for food is correct as I only rarely carried sandwiches or fruit with me on bicycle trips. Imagine buying a quality flashlight with batteries at that low price! Before I became generator minded, I often used a 2-cell flashlight, in holder, for night riding.

The store in Brewster was a general country store. Two summers ago when driving through Brewster, I noticed that the building was still there but the store, relatively unattractive, was, I believe, used only for selling used furniture and general bric-a-brac.

And so you have my answer, with added comments, to the question: "When was the last time you cycled 250 or 300 miles in 24 hours?"

August C. Wilson

Beantown to "P"-Town
by Dick Talbot

The League of American Wheelmen designates September as National Century Month. But friend and fellow cyclist, Donald Burch, and I had been unable to participate in the Century ride sponsored by the Charles River Wheelmen. With September rapidly drawing to a close, we both were anxious to ride a "Century" and were searching for a suitable route that would meet the distance requirement and, hopefully, offer some interesting terrain.

The recently established Boston-Cape Cod Bikeway offered a 140-mile marked path stretching from Boston to Provincetown. We decided to traverse the entire Bikeway in a single day. By starting our trip by cycling 12 miles into Boston to the start of the Claire Saltonstall segment of the route, total length would be stretched to over 150 miles. This would permit completion of both Century and Half-Century distances in a single point-to-point ride.

The last day of National Century Month, September 30th, began as a cold and moonless night. The combined effect of air rushing by our laboring bodies and the unseasonably low temperature (34°F) caused more than a few goose bumps as we pedaled toward the Esplanade, official starting point of Mass. Bikeway No. 1. Anticipating few opportunities to pick up consumables in the early stages of our trip, we both carried handlebar bags which had been crammed with extra water bottles, food, and sundries. Our 5:19 a.m. start had been selected to avoid Boston traffic.

The inbound trip was proceeding smoothly until a piece of glass lacerated a rear tire. Despite our winter-weight cycling attire - tights, long-sleeved wool jerseys and windbreakers - the short delay during the subsequent tire change left us thoroughly chilled. Fortunately, this would be our only flat for this entire trip.

Don and I are both solo riders at heart, and our trips together reflect this. We usually ride separated by 5 to 10 bike lengths and cross talk is kept to a minimum due to a brisk pace. This morning was no exception. As we swooped onto the darkened Muddy River Bike Path that parallels Boston's Jamaica Way, only the cyclometer's relentless tick heralded our presence. Skirting Jamaica Pond and a few early morning joggers, we sped along, heads down, on the drops, cranking out a steady 20 miles per hour pace.

After ascending the long climb up West Roxbury Parkway, the route turned onto Stony Brook Reservation's bike path - narrow, undulating, and treacherous because of the numerous sand-covered turns. Great Blue Hill in Milton was a welcome sight as we left the path at Readville. The rays of the rising sun warmed us as we cycled out of the frigid Neponset Valley on to Randolph.

After passing through Brockton and East Bridgewater, the bike-way cuts south-easterly across the Bay State's Cranberry belt. Speeding by the flooded bogs we were treated to vistas of mist-shrouded lakes and lowlands framed in a backdrop of vivid red and yellow autumn foliage.

The tranquility of these peaceful scenes contrasted sharply with the din and blare of heavy motor traffic as we approached Plymouth. Stopping at a small grocery, we replenished our depleted liquids and foodstuffs, and headed towards the canal 18 miles south.

Few long distance bike trips are complete without some type of problem developing. The gremlins began to have a field day with ours. My spoke-mounted cyclometer striker had apparently loosened on one of the faster descents. Now, speeds exceeding 25 m.p.h. caused it to twist and knock the cyclometer askew. I have a mania for accurate mileage-keeping, so in order to keep the device working I resigned myself to braking on all downhill runs to prevent excessive speed build up. This aggravating situation would continue for the next 93 miles, making it necessary to climb each of the many remaining hills without full benefit of rolling momentum gained from the previous downhill run. The situation was particularly annoying as I was now discovering, first hand, that the Miles Standish State Forest is far from flat - our road was becoming a roller coaster. I had purposely set up a high gearing the previous day in anticipation of a "dead flat" route!

Near Cedarville our back-country road led us to the top of a hill where we caught sight of the Sagamore Bridge. Soon we were circling the Sagamore Rotary at the bridge's approach. A few road hogs seemed hell bent to force us over the bridge rail and into the canal, 135 feet below. We crested the span and turned toward Sandwich on a less tumultuous Route 6A, following the golden pavement arrows that would guide us the remaining 75 miles to Provincetown.

Riding smoothly through the picturesque village made famous by its glassmaking, we swung south on Route 130, following it a short distance and passing under heavily-traveled Route 6, the Mid Cape Highway. The bikeway follows the service road that runs parallel to this limited-access artery. The service road was almost free of traffic, but its 10 mile length was very hilly.

Near Hyannis the bikeway bends toward Massachusetts Bay through Barnstable. Rejoining 6A, we continued eastward into Yarmouthport, the 100 mile point. We dismounted at a quaint, clapboarded village eatery known as Hallet's. While I settled for a glass of milk, Don washed his streudel down with a coke and ice cream float (to each his own). The clerk filled our six empty water bottles while we continued fortifying ourselves at an old time soda fountain that looked like it belonged on a Rockwell cover of the "Saturday Evening Post".

Refreshed we headed toward Brewster and Orleans. Beyond Nickerson State Park the bikeway turned onto the most poorly surfaced streets I have ever seen. Fortunately this rutted and bone-shaking surface ended after a few miles as we approached the white sand beach and tidy boat slips of Rock Harbor at the elbow joint of the Cape.

Beyond Rock Harbor the topography evened out and skirted the tidal flats and lowlands of Eastham's western shore. We stoked along these deserted roads breathing in the fresh salt air and avoiding the heavily traveled Route 6. However south of South Wellfleet the bikeway merges with the Cape's major highway, a necessity dictated by the narrowness of the isthmus at this point.

We gladly left Route 6 at South Wellfleet, into the heart of the Cape Cod National Seashore. A long gradual climb up Ocean View Drive brought us to a lookout offering a spectacular view of the Cape's eastern buttress. At the top of the hill the bikeway turned eastward and steeply descending into the quiet village of Wellfleet.

The terrain remained rolling as we continued over back roads that twisted around and over scrub-covered hills. We had to exercise extreme caution here; frequently we would fly around downhill bends to find the road completely covered with drifting sand. To avoid skidding in these areas all turns were taken using the widest line possible.

Near South Truro the vegetation changed abruptly from scrub pine to bayberry and other ground hugging bushes. Perhaps the longest and steepest hill of the entire bikeway was at North Truro. Coming so late in the ride this last ascent left a vivid impression. After much sweat and no small amount of cursing about the "flat" Cape, we finally crested the rise. There before us in sweeping panorama lay the hook of Provincetown Harbor with the Pilgrim Monument clearly in sight.

Heartened, we picked up pace and came to the Pilgrim Heights Hike Path. The twisting path is bordered by tall shrubs that greatly restrict forward vision. Guess I'm not used to these narrow things they call bike paths. From what I could observe on this trip, a bike path is about the worst place to ride a bike. I can't imagine how any cyclist would prefer to ride these paths with the obvious hazard imposed by two directional traffic. I can only guess at the pandemonium that must exist on them at the peak of the Cape's tourist season. I'll take my chances on the open road with the four-wheeled monsters anytime. Leaving the path, we sprinted the remaining 4 miles past row upon row of boarded-up summer cottages.

As we pedaled through Provincetown's congested streets, a flood of humanity filled the main thoroughfare of the old port. Off season tourists meandered about, and mopeds darted into our path. Finally, we rolled to a stop on the Municipal Pier; my cyclometer registered its last revolution. It was 3:09 p.m.

Since our pre-dawn start outside of Boston - 9 hours, 36 minutes earlier - we had covered 152.6 miles, 140.8 miles over Mass. Bikeway No. 1. Slightly over 1 hour of our time had been spent off the bikes, bringing our average "on-bike" speed to 18 m.p.h.

The day-trip had been an enjoyable and challenging way to meet our 1978 Century and Half-Century commitments and had provided an unforgettable lesson on the topography of southeastern Massachusetts and Cape Cod - one that no other form of transportation could have so vividly taught.

Now, as we sat in "P"town's famous Portuguese bakery, spooning up copious quantities of kale soup and eating hard rolls, strength began to seep back into our tired bodies. The conversation turned to - what else - another day trip along the Bikeway, only next time, down and back in a single day!

* * * * *

Announcements

MANY THANKS TO DICK HEELEY FOR THE USE OF HIS GARAGE AND YARD FOR THE FIRST CRW BIKE FLEA-MARKET. We will try it again in the spring. If you have any ideas, call Vic Oliver, 272-4915.

If you are interested in CRW skiing, call Steve Callander, 655-3447.

FOR SALE - Many quality items from Dick Talbot, 449-3792, nights:

Bike Porter - 4 bike car top carrier. The best kind! Wheel fits in track and bike securely clamped in normal upright position. Paid \$50 last July. Yours for \$30.

Hite Hi Pressure Tire Pump- with Silca brass head. \$12.

New Cinelli M-71 Pedals & Cleats - in original carton. \$45.

New Weyless Sealed Brg Pedals - with extra cages. \$40.

Pavarian Adjustable Cleats - New. 3 pr. for \$4.95 total.

Aluminum Rack - \$3.

Semichrome Polish - 4½ oz. can - \$2.

Cinelli Bars - \$4.

Suntour Cyclone Shift Levers - New. \$2.50.

Suntour Ratchet Shift Levers - \$2.00.

Beautiful set of Time Trial Wheels - Campy/Robergel/Sup Champ. \$80.

Campy Low Flange 32-hole Hubs - Brand New. \$28.

Cinelli Monoblock Cleats - New. \$1.50 pair.

Pivo Stem & Aluminum Bars - \$3.00 set.

Sun Tour Front Deraileur - \$3.00.

Pro Compe Freewheel - French Thread . New. \$3.50.

WANTED - A cheap repairable tandem or tandem frame, about 23½/ 20½". Call John Likins, 762-2337, evenings, 6 to 9 pm.

WANTED - Transportation to CRW ride starting points. Due to a illness eleven years ago, I cannot ride as ambitiously as I once have. I have no car and have no acceptable way of getting to the club ride assembly points. If you have any suggestions or can offer a ride, call Charles Hamberg, 232-8214, Brookline.

FOR SALE - Kabuki Diamond Road Bike. Dura-Ace gear system. Strong-light crank. Gran Compe Ctr Pulls. 270 gram clinchers. Just reconditioned. 23 lbs. 74° - 73°. \$250 firm. Also, Dura-Ace side-pulls, complete, like new, \$40. Call Dave Forsyth, 696-3928.

D I S C O U N T S

Your CRW membership card entitles you to discounts in some of the area bicycle shops. Be prepared to produce a valid membership card (signed and unexpired) and some other form of identification. Contact the individual shops for specifics on discounts:

The Bicycle Exchange, 3 Bow Street, Cambridge

The Bicycle Workshop, 233 Mass. Ave., Cambridge

Cycle Loft, 7 Muzzey Street, Lexington

Family Bicycle Center, 149A Belgrade Ave., Roslindale

Harris Cyclery, 1249 Washington, West Newton

International Bicycle Center, 70 Brighton Ave., Allston

Northeast Bicycles, 102 Broadway (Rte. 1), Saugus

What's Happening?

NEWS, LETTERS, ARTICLES, CLASSIFIEDS - Send to WHEELPEOPLE Editor, John Springfield, 10 Short St., Apt. 5, Brookline, MA 02146.

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

Material must be received by the 15th of month preceeding issue.