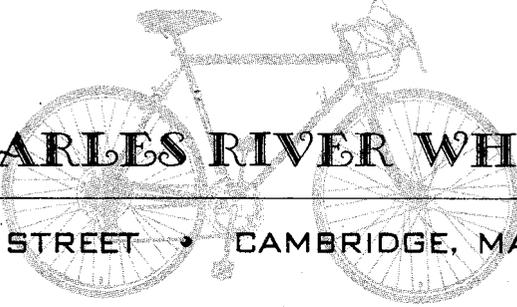


DEC 1972



THE CHARLES RIVER WHEELMEN

131 MOUNT AUBURN STREET • CAMBRIDGE, MASSACHUSETTS 02138

SUNDAY, DECEMBER 3, 11:00 A.M. Leisure ride of 25 miles through Milton, Canton, Quincy and Randolph. Meet at Trail Side Museum on Rt 138 in Canton near the intersection of Rts 128 and 138. Leader: Norm Satterthwaite, 773-3068.

SUNDAY, DECEMBER 10, 12:00 Noon. Previous advance notices to the contrary, this is the first Frostbite Ride of the season. Meet at the Cambridge Common near the monument for a 20 mile ride to Belmont and Lexington and return. There will be a hot chocolate break along the way. If there is any question regarding the weather or road conditions, contact Leader, Mike Gildea, 861-8222.

SUNDAY, DECEMBER 17, 12:00 Noon. This will be the "weather/road condition" date for December 10. If the December 10th ride took place, this will be an open date.

SUNDAY, DECEMBER 24 & 31. Due to the holidays, these two dates will be left open. Merry Christmas and a Happy New Year to you and yours!!

SUNDAY, JANUARY 7, 12:00 Noon. This will be the second Frostbite Ride. Meet at the Cambridge Common as on December 10. The ride will be of comparable length. Destination will be announced later. Leader: Mike Gildea, 861-8222.

SUNDAY, JANUARY 14, 12:00 Noon. Snow date for January 7th ride.

So there you have it. We will expect to schedule a short ride every other Sunday throughout the winter with the alternate Sunday being the "snow date" of the previous week. As this is a new experiment for the club, we have no idea how many riders will turn out. We may change the schedule to one ride every week or every three weeks depending upon interest. If you have never ridden during the winter months before, why not bundle up and join us. You just might be surprised how much fun it is!

UPDATE ON HEMISTOUR, by John Likins

Leaving Jasper, the group traveled south to Banff, east to Calgary (where the CCM Bicycle Co. put them up in a motel, took them to dinner, and presented a large donation), and south through Glacier National Park to Missoula Montana. 3103 miles, including 1500 on gravel, in 84 days. Hemistour left Anchorage June 16, and arrived in Missoula September 7.

After resting and re-equipping, the group, with four new members, left for Lolo Pass, on the Idaho border, Oct. 13. Plans are to cycle west to Eugene, Oregon,

then south on the California coast road, inland through Arizona to Mexico, down the west coast of Mexico, and eventually, down the west coast of South America.

Ian Hibell, who cycled north from Tierra del Fuego to the Panama Canal Zone, plans to meet Hemistour at the AYH National Convention in Phoenix this December. He writes that one of his cycling companions returned to New Zealand, while the other is remainingⁱⁿ the Canal Zone. He still plans to complete his trip to Anchorage, however.

National Geographic will carry a full length article on Hemistour in Alaska and Canada, to be published sometime next spring. Watch for it! The magazine has also expressed interest in articles from Central and South America.

SENATOR SALTONSTALL VISITS C.R.W. BOARD

On October 10th Sen. William Saltonstall met with the Board of Directors of the Charles River Wheelmen and presented the latest draft version of his Bicycle Legislation Bill. Randy Selden, President of the Association for Bicycle Commuting, Keith French, and Gene Ritvo, who is C.R.W.'s chairman for Legislative Action Committee, also attended the meeting at C.R.W. headquarters.

A very detailed review of the draft stimulated quite a few contributions, which the Senator incorporated by making up his copy, or by making notes. Some other comments were more for explaining backgrounds, attitudes, and philosophy. The evening was spent as an excellent work session, with what we hope to be a significant contribution to bicycling in the Commonwealth.

Each C.R.W. member, and any friend, is encouraged to make their thoughts known about bicycling legislation, by writing to Gene Ritvo, c/o Life-Cycle, 1005 Mass. Avenue, Cambridge, MA 02139. The version of the draft which the Senator brought to the meeting is reprinted below. The draft bill will undergo changes nearly continuously until it is enacted, so please make sure your comments are submitted. Please don't worry about what version is the latest version until it is submitted as a bill.

AN ACT further regulating the operation of bicycles on certain ways of the Commonwealth.

Section 1. Section 21 of chapter 40 of the General Laws, as most recently amended by chapter 83 of the acts of 1971, is hereby amended by inserting after clause (16A) the following clause:

(16B) For designating areas upon public streets to be used as bicycle lanes.

Section 2. Chapter 85 of the General Laws is hereby amended by striking out section 11B, as most recently amended by chapter 484 of the acts of 1971, and inserting in place thereof the following section:

Section 11B. Every person operating a bicycle upon any way, the definition of which is, for the purpose of this section, as defined in section one of

chapter ninety, shall have all the rights and shall be subject to all the duties imposed by law, and by state regulations upon an operator of a motor vehicle, except the special regulations contained in this section and those provisions of laws and ordinances which by their nature could not apply to bicycles.

RIGHTS

Said duties shall include but not be limited to the following:

(1) A person operating a bicycle upon a way shall ride with the flow of traffic in the lane nearest the right side of the road which is available for travel except when overtaking another vehicle, preparing for a left turn or travelling on a one way street. An operator of a bicycle shall exercise due care when passing a standing vehicle or one proceeding in the same direction.

(2) A person operating a bicycle shall signal by hand his intention to slow down, stop or turn.

(3) An operator of a bicycle emerging from an alley, driveway or building shall, upon approaching a sidewalk, yield the right of way to all pedestrians approaching in close proximity on such sidewalk, and upon entering the street shall yield the right of way to all approaching vehicles.

Operators of bicycles shall be subject to the following special regulations:

(1) No person shall ride a bicycle on a limited access or express highway upon which signs are posted prohibiting bicycle travel.

(2) An operator of a bicycle shall slow down and exercise reasonable caution before entering an intersection of any ways.

(3) Persons operating bicycles on any way shall ride single file.

(4) A person operating a bicycle upon a way shall not ride other than upon or astride a permanent and regular seat attached thereto. A person so operating a bicycle shall not carry another person on said bicycle unless such person or passenger is seated upon an individual seat or carrier separate from that used by the operator.

(5) Children upon age thirteen may ride on sidewalks outside business districts unless otherwise directed by local ordinance. A person operating a bicycle on a sidewalk of a way shall yield the right of way to any pedestrian and shall give an audible signal before overtaking and passing any pedestrian.

(6) Bicycles may be parked at the curb, in racks, or against buildings, provided that they do not obstruct the free passage of pedestrian or vehicular traffic.

(7) A person operating a bicycle upon any way shall not permit the bicycle to be drawn by any other moving vehicle. A person operating a bicycle

upon any way shall not tow any other vehicle or person, except that bicycle trailers properly attached to the bicycle may be used.

(8) A person operating a bicycle upon any way shall not carry any package, bundle or article except in a basket, trailer or other device designed for such purposes. A person operating a bicycle upon any way shall not carry any article which prevents him from keeping both hands on the handlebars at all times except when signalling.

(9) A bicycle operated upon a way during the period one-half an hour after sunset and one half an hour before sunrise shall display on the front a white light which shall be visible for not less than three hundred feet in the direction toward which the bicycle is proceeding or facing, and on the rear a red light or reflector visible for not less than three hundred feet to the rear when in the beams of the headlamps of a motor vehicle.

(10) A bicycle operated upon a way during the period from one half an hour after sunset and one half an hour before sunrise shall display a reflector or reflective material on the pedals visible from the front and rear and additional reflective material visible from the rear, either on the bicycle or on the person of the operator.

(11) Every bicycle operated upon a way shall be equipped with an adequate brake to enable the operator to make the braked wheels skid on dry, level, clean pavement.

(12) Every bicycle operated upon a way shall be equipped with a suitable bell or horn or other device capable of giving a signal audible for at least one hundred feet; provided, however, the use of a siren or whistle is prohibited.

(13) Any alteration to extend the fork of a bicycle from the original design and construction of the manufacturer is prohibited.

Violations of any provision of this section shall be punished by a fine not exceeding twenty dollars; provided, however that persons under eighteen years of age shall be liable civilly only for any damages arising from violations of this section. The parent or guardian of any child shall not authorize or knowingly permit any such child to violate any of the provisions of this act. A bicycle operated by a person under the age of eighteen in violation of this section may, with the consent of his parent or guardian, be impounded for a period not to exceed fifteen days by the police department, or in a town which has no police department, by the selectmen.

This section shall apply only to a bicycle one wheel of which equals or exceeds sixteen inches in diameter.

Section 1 of Chapter 90A of the General Laws is hereby amended by striking out at the end of the second sentence the following words:-- "and one of whom shall be a representative of an automobile club" and inserting in their place the following:-- "one of whom shall be a representative of an automobile club, and

one of whom shall be a representative of a recognized bicycle club. "

Apropos the above . . . the following letter was received concerning the recent bicycle safety legislation:

74 Hartford Street
Natick, Mass. 01760
October 2, 1972

Charles River Wheelmen
Cambridge, Massachusetts

Gentlemen:

After the recent fiasco on bicycle "safety" legislation, I hope you will oppose any new legislation of this type. It may seem necessary, and perhaps your thought may also be that by agreeing to reasonable legislation you will avoid excessive restrictions, but I think neither is true.

All of this legislation tends to breed more restrictions (witness the motor-boat-registration law, which started with the intent of controlling fast boats, but was ultimately extended by the Department of Motor Boats to the smallest motors -- all to the end that there would be more jobs and more promotions in that department). Hence, if you agree to some regulations, you will ultimately find it growing more restrictive -- not really ever enforced, but always available to some cop who chooses to apply it. (The National Rifle Association -- whether or not you agree with their aims -- understands this very well, and has been very successful in keeping legislation to a minimum, and I suggest you would do well to study their tactics).

Like the jay-walking legislation, any bicycle safety laws will be enforced briefly, with a lot of publicity, and then become practically a dead letter. Further, it is obviously wrong to apply motor-vehicle laws to bicycles, and it compounds the injury to subject them to these laws and at the same time treat them as pedestrians, to use the sidewalks wherever practicable. Suburban sidewalks are very bumpy, they often end in curbs, and they bring the cyclist nearer to his greatest danger, dogs. A bicyclist is most unstable and vulnerable when he is starting up, and to require the observance of all stop signs and lights, regardless of traffic conditions, aggravates his danger.

The snafu concerning saddle height should be a warning as to what you're likely to get out of the legislature. These fellows must have heard somewhere that you should be able to straddle the cross-bar, but they're not really interested in bicycle safety -- all they want is to be able to say that they did something. And as long as you let them "do something", the result will be to reduce your freedom, increase the dangers to which you are subjected, and probably lead to more ill-considered regulation and, ultimately, to licensing.

The greatest danger to a serious cyclist, that of dogs, will not be tackled by these

legislators. Someone once said that legislatures are like silly putty, and will roll over anything that doesn't resist -- the dog-lovers will resist. (I was recently set upon by three dogs which had been left unattended and loose at a house on Route 16 in Sherborn, while the owner and family went to Maine for the weekend, and got a pretty severe leg bit, yet Sherborn has no leash law, and this fellow is free to let them roam and attack passers-by.)

May I suggest that if further legislation is proposed, you counter by recommending education. After all, no cyclist goes out seeking to be hit by a car, and if he is instructed as to how to avoid this, that is all that is needed. The case for controls on automobiles is based on the danger they pose to others, but the cyclist is no danger to a car, nor (unless forced to ride on the sidewalk) to a pedestrian. Hence, the two cases are entirely different, and it is improper and, I believe, unwise, to apply motor-vehicle laws to bicycles.

Lastly, if you really feel legislation is necessary, how about a requirement that a motorist give a cyclist at least six (or some such number) of feet clearance when passing? Time and again I see cars pass youngsters wobbling along on bikes, and they come within a foot of them. After all, there is a statute which requires some such distance as to horses, and that the motorist slow down and, if the horse acts up, stop. If they can do it for horseback riders, I think they should be willing to do it for cyclists.

Very truly yours,
s/d Richard L. Lotreck

SHORT ITEMS

If you are looking for a Christmas gift for a cycling friend, why not send them a year's subscription to one of the following:

Bike World, PO Box 366, Mountain View, CA 94040 One year - \$3.00
bi-monthly.

Bicycle Spokesman, 19 S. Bothwell, Palatine, IL 60067 One year \$7.00
monthly

The Two Wheel Trip, 440 Pacific, San Francisco, CA 94133 One Yr \$10.00
monthly

Bicycle International, 7555 Woodley Ave., Van Nuys, CA 91406
One year \$5.00 bi-monthly.

Oh, there are many old and new books on cycling covering a multitude of subjects. The following is included simply because it seems sensible - and conservation of our natural resources is everyone's battle. This comes by way of the Appalachian Mt. Club bulletin.

Don't burn leaves or trash - ask your neighbors not to.

Join a car pool or form one; many of us cannot ride our bicycles to work, but we can form a car pool or use public transportation.

Stop smoking. Surely no one that rides a bicycle need be concerned with this.

Turn off lights, radios and TVs in unoccupied rooms.

Turn the heat down at night.

Run washer and dishwasher only when you have a full load.

Avoid too many electrical gadgets - knives, scissors, toothbrushes, can openers - human muscles are non-polluting.

Refuse to buy throw-away cans or bottles. Use your local recycling center.

Use as few paper bags as possible - get a reusable shopping bag.

Re-use gift wrapping paper.

Don't buy purses, shoes or other products made from skins of alligators or other endangered species.

Discourage the use of mechanized travel for recreation, when any other quiet and healthful means can be used, such as cross-country skis, snowshoes, canoes, kayaks, sailboats, feet - and of course the bicycle.

Classified: For Sale - Bottechia Professional, less than 1 month of use, with or without Campi handlebar shifters, 23 $\frac{1}{2}$ " Blue, asking \$280.00. Call Jack Schylling, 526-7520.

For Sale - Mercier, Model 300. 531 Dble throughout. Stronglight cotterless cranks, cyotard alloy pedals, toe clips and straps, Normandy high flange quick release hubs, AVA red label rims, Hutchinson sprint tubulars. Simplex Criterium gears, Simplex drop outs, front and rear Mafac brakes. White with black trim, used about 50 miles. Call Phil, after 7 p. m. 879-0938.

More About Cross-Country Skiing - by the other half of the Winter Activities Committee (C.S.)

As you know, the November meeting (which was very well attended, by the way) was devoted to cross-country skiing. And, since we have had our first snow fall, it is not too soon to think about non-cycling activities for the next few months. Ralph Galen and several other members are going to try racing in earnest, and we wish them the best of luck. At least I'm sure they will have a good time! I will try to coordinate ski-touring and snowshoeing activities. Last year we joined with the AYH ski-touring groups. As you may recall, we did not have the best snow conditions locally until late in the season. As a result, I participated in only one touring session ... which had, I believe, as many CRW members as AYH. I propose to follow somewhat the same format as last year, joining in on the AYH activities as much as possible, but also having some "original" tours as well. Because snow conditions are so unpredictable, it seems a shame to make too rigid a schedule, because of lack of snow an excellent area may be missed, never to be skied at all during the season. I have no idea of the extent of interest in x-country within the CRW. I will, however, keep you posted as to what events are occurring - it might be worth a trip to watch the Veteran class in the ski meets this winter! I would like to see us take one week-end trip, perhaps to Stow or Waterville Valley or Pinkham Notch. I have a friend, as a matter of fact, who has cut some twenty miles of trails in Middlebury, Vermont - she would love to have them used! If you have a feeling for any other activities such as sleigh rides, ice skating or the like, drop me a note or call me any evening after 6 p. m., 326-4504. I am

especially interested in finding interesting and attractive local areas. Think snow - on hills and in the woods, anyway!

You know, every once in awhile one or more CRW member does something interesting, such as riding to GEAR or TOSRV-East - or bicycle camping to the Littleton Hostel. But, no one ever writes up the trips to share them with others. If I remember correctly at least one CRW member went on Ralph Galen's trip to Great Britain. One need not write a literary masterpiece - I don't believe any of us are that critical, but I do believe that most of us (who ride around and look at Great Blue Hill four times a year!) like to hear about the adventures, or mis-adventures of those who have traveled afar. How 'bout it?? Only YOU can make the bulletin more than a mere fact and information publication.

Mailing address for anything for publication:

Carol Storrs, 405 Washington St., Westwood, Ma 02090

A HAPPY HOLIDAY SEASON TO EVERYONE!!

ASSOCIATE MEMBERS ...

The American Wheel Shops
38 Central Street
Natick, MA 01760
653-3042

Waltham Cycle
723 Main Street
Waltham, MA 02154
893-9426

Lifecycle
1005 Massachusetts Ave.
Cambridge, Mass.
354-8595

The Bicycle Peddler
832 Commonwealth Ave.
Boston, Mass. 02215
731-3550

The Bicycle Exchange
3 Bow Street
Cambridge, Mass.
864-1300

Mike Farny's Lincoln Guide Service
Lincoln Rd. & Lewis St.
Lincoln, Mass. 01773
259-9204

December Expirations

Sharon Albert - Robert Armstrong - Frederick Barstow - Henry Brett -
W. N. Dawes - Eric Herz - Veronica Lanier - Joseph Masters - David Schweppe -
Ivars Skrodors

All CRW members are given a one-month extension on expiration dates - after that, your name will be removed from the membership list.

NEW MEMBERS -

Linda & Bill Wolk 44 Clarendon St. Boston, Mass.	536-8284	Arthur Kant 139 Woodridge Rd. Wayland, Mass.	358-2353
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Paul J. Fopiano 37 Lloyd St. Winchester, Mass.	729-1608	Michael Kiddon c/o 16 Trowbridge St. Cambridge, Mass.	492-6053
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Edward G. Topalian 782-1613
162 Nonantum St.
Brighton, Mass.

CALENDAR OF COMING EVENTS

December

3	11 a. m.	25 mi. ride in the Milton, Canton, Quincy area. Norm Satterthwaite, 773-3068
10	12 noon	First Frostbite Ride. Mike Gildea, 861-8222
12	7:30 pm	Board of Directors Meeting, CRW Headquarters
14	7 pm	Monthly Meeting
17	12 noon	"Rain" date for the ride of the 10th
24		Christmas Eve
31		Ski waxing and other waxing day!

January

7	12 noon	Second Frostbite Ride. Mike Gildea 861-8222
7	10 am	First Ski Tour. Carol Storrs, 326-4504
14	12 noon	"Rain" date for 2nd Frostbite Ride.

DECEMBER MEETING -

Thursday, December 21, 1972 - Midget Restaurant, 1712 Massachusetts Ave., Cambridge (between Harvard Square and Porter Square).

Dinner 6:00 - 7:00

Business Meeting 7:00 - 7:30

Program - I am working on a program but have nothing definite as yet. If you have any ideas, slides, movies, etc., please call Mary Jane Bohlen 266-2681 9:00 - 4:00

FIRST ANNUAL AWARDS BANQUET

Date: Saturday, January 20, 1973
Place: Tallino's Restaurant, 1268 Boylston Street, Brookline
Time: Cocktails 7:00 - 8:00
Dinner 8:00

Reservations NO LATER than January 13, 1973.

Tallino's is located on Rt 9 across from the Chestnut Hill Shopping Center (Filenes, Stearns, etc.)

M. B. T. A. Chestnut Hill bus from Kenmore Station or take the Riverside Line to Chestnut Hill.

The cost for dinner is \$7.00, which includes 5% Mass. Old Age Tax and 15% gratuity.

The dinner will be a buffet and the following is the menu:

Roast Beef, Seafood Newburg, Swedish Meatballs, a variety of Hors d'Oeuvres, Salad Bowl, Potato, Vegetable, Dessert and Coffee.

Please get your checks in early. Make checks payable to Charles River Wheelmen and mail to -

Mrs. Robert M. Bohlen
30 Baker Street
Foxboro, Mass. 02035