

MAY 1977

SUNDAY, MAY 15, 10 AM - This ride will begin at Dover Common in Dover, and will cover a distance of 40-50 miles. The leader will be the star of Ralph Galen's slide production of his tour of England, Ken Aldrich. Now is your chance to quiz the Aldriches about touring in Europe. Ken promises to put the arrows on the right side of the road. Leader: Ken Aldrich, 1-668-7928.

SUNDAY, MAY 22, 8:00 AM - The "Boston to Berkley Back Road Bash". Strange views of early Massachusetts in which it is revealed that Weston, Mass. was once the home of Leif Erikson and Dighton Rock is full of Spanish inscriptions and other fantasies. This is a long flat ride of somewhat between 100KM and 100 miles. Meet at the Duck Feeding area at the junctions of Commonwealth Ave (Rt 30) and Rt 128 in the Norumbega section of Newton. Leader: Ed Gross, 969-0477.

SUNDAY, MAY 29, 10 AM - A ride of about 40 miles through the western and southwestern suburbs. Starting at the Wayside Inn we will tour through Framingham, Sherborn, Dover, Wellesley, Weston, Wayland and Sudbury. Bring a lunch. Meet at the Wayside Inn off of Rt 20 in Sudbury. Leader: Pierre Bonin 443-3774.

JUNE 4 - 5: Lake Winnepesaukee Rally, Laconia, New Hampshire. Bike routes for all capabilities. If you wish to ride only half the scenic metric century, the

WHEELPEOPLE

3 Bow Street
Cambridge, MA 02138

Bulky

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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.

Mount Washington (excursion vessel - super sag wagon) will take you across the other half via New England's largest lake. This year's rally is being hosted by the Gilford Outing Club and the Lakes Region Chapter of the Granite State Wheelmen. Early registration is \$1.50 per person; \$4.00 per family; \$2.00 and \$5.00 at the rally. Lodging at the King's Grant Inn for two nights, \$15.00 per person, double occupancy, Saturday only \$10.00. All-you-can-eat Saturday banquet, \$7.50; limited seating. Send room and banquet deposits now to: Lake Winnepesaukee Bike Rally, RFD #5 Box 93A, Laconia, NH 03246. Tel: 603-524-8706.

SUNDAY, JUNE 5, 10:30 AM and 1:00 PM - This is a two-part ride, each point about 18-20 miles starting from the Duck Feeding Area. The first part goes through Waltham and Lexington. After a lunch break (bring a picnic or stop in Waltham just before returning to the start), we will ride the second loop through Wellesley, Natick and Needham. Leader: Ed Trumbull 332-8546.

SUNDAY, JUNE 12, 10:30 AM - Meet in the Stop and Shop parking lot on Rt 3A on the Plymouth-Kingston line. This will be a 25-30 mile route through the Plymouth area including a ride through the Myles Standish State Forest. Leader: Paul MacDonald, 698-2832.

FRIDAY-SATURDAY-SUNDAY, JUNE 24-25-26: Rawsonville, Vermont, is again the starting point for TOSRV-EAST '77, the Tour of Scenic Rural Vermont. This year's tour will be the sixth annual running of TOSRV-EAST. The tour begins in Rawsonville, which is just south of So. Londonderry, and winds north on Rt 100

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.

beside the Black River and on through Green Mountain National Forest. The route passes through Calvin Coolidge's home town, Plymouth (his home is a short distance off the route), and photographers will love Moss Glen Falls and Granville Notch, not to mention the view from challenging Terrible Mountain. Cool off by wading in a bubbling mountain brook, or snack on delicious Vermont cheese.

This trip is for the experienced cyclist only - a total of 212 hilly miles will be covered in two days. At the end of the first day's ride will be a bountiful buffet and an overnight stop at a youth hostel in Waterbury Center. Send a self-addressed stamped envelope (don't forget to include your phone number) for making a reservation or requesting information. Cost of the week-end is still only \$17 and includes rustic Friday night accommodations, Saturday evening buffet and overnight, and country breakfast on Sunday. Your canceled check is your receipt. Detailed information will be mailed two weeks prior to the trip. There will be additional \$1.00 linen charge (payable to the hostel) if you don't bring your own sheet sleeping sack. Space is limited to 80. No refunds after June 1. Make checks payable to TOSRV-EAST and mail to Dot Rostron, 737 School Street, Lowell MA 01857 - telephone 1-452-3225.

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CHANGE OF ADDRESS: Effective May 15th the new mail address of the C R W is 3 Bow Street, Cambridge 02138. We want to thank Ben Olken of The Bicycle Exchange for his generous offer of allowing us to use his address.

We also wish to extend special thanks to Dr. Ralph Galen for allowing us to use his office and staff these many years as our mail drop.

TAIWAN IMPORTS - The Wall Street Journal reports that "the US Treasury said it won't impose extra duties on imports of bicycles from Taiwan, despite a finding that the imports are being subsidized by the Taiwan government in violation of US countervailing duty laws. . . . The Treasury said the subsidies are too small to matter. Imports of the bicycles totaled \$18 million last year."

PRESIDENT'S MESSAGE

by Erv Pfau

In recent weeks the news media have had much to say about President Carter's proclamation of war on high energy consumption in this country. But nowhere have I seen any mention of the potential impact of the bicycle on the reduction in the usage of gasoline. Now I don't mean to contend that all of America should hop on their two-wheelers and totally abandon their gas guzzlers. But I do think that the bicycle is a reasonable commuter vehicle for those individuals in good health and living within five miles of their work locations, and on those dry days when the temperature is above 45-50 F. Of course there are those people who might feel that 10 miles might be a better distance or that temperature need not be a consideration. However, I don't feel that this approach will convince many non-cyclists or even casual cyclists to effect the change to this new life style. I guess moderation is the key to my approach.

One important consideration in the promotion of cycle-commuting is the problem of what to do with the bicycle while at work. Locking the bicycle to a lamp-post, fence post, parking meter, tree or whatever with chains, cables, u-locks, etc. is only dodging the real solution. Now is the right time to convince local governments responsible for public parking facilities, and the owners or managers of private facilities that safe, secure attendant bicycle parking is good business and is consistent with announced energy conservation and pollution reduction goals. The same approach could be taken with the owners or operators of large office buildings such as the Prudential and Hancock buildings and companies employing large numbers of people such as Digital Equipment Corporation and Polaroid. Nor should local, state and federal office buildings be exempt. Ideally, all new office or parking construction should be required to provide for planned bicycle parking facilities. This measure alone would, in time, prove to be very effective procedure for making bicycle commuting an attractive alternative to the use of the automobile.

If this sounds reasonable, you can start the ball rolling in several ways:

First, talk to your fellow employees about the advantages of bicycling to work, but beware of overkill! Wheeling into the company parking lot, a mass of perspiration can destroy all your coffee break missionary work. Second, talk to your administrative personnel about providing company facilities for bicycle parking. And third, write to your legislators to consider the bicycle in any new construction enabling or funding legislation to provide for the cyclo-commuter.

I know, in my own case, I save about 400 gallons of gasoline a year. If I were to make a wild projection that only 5% of the American workers could switch to bicycles and save about the same amount of gasoline, I would estimate a savings of approximately one billion gallons of gasoline that would not be consumed and whose combustion residues would not be polluting the atmosphere. Now, that's not inconsequential!

How about it? Are you going to be one of the 5%?

BRIDGE OUT. The Granite State Wheelmen report that the old Rt 1A WWI Memorial Bridge between Kittery, Maine and Portsmouth, New Hampshire is closed for repairs until June; this is the oldest bridge of the three and is the one closest to the ocean. Cyclists may now use the middle or Interstate Bridge (Rt 1 not Rt I-95) until repairs are completed. This is a toll bridge for autos and may be likewise for bicycles.

LETTERS This month's mailbag contained letters from two members we haven't seen enough of lately, two men that have rolled more miles on their bicycles than some of us have put on our automobiles.

"There is a blind fellow by the name of Steve Arbeene at 8 Houghton Lane in West Acton 01720, phone 369-9465. He has a new five speed Schwinn tandem. He's like very much to have someone ride with him either on his or another

tandem. Anyone in the club feel the urge?

"As for me, I'm awaiting son Eddie to come up with parts to rebuild a back wheel after which I can help local blind people. My stamina is not what it used to be. Certainly the Wheelmen are beyond me now.

"Charlie Gleason has recovered from his broken hip but his balance mechanism is bad so no more biking from him. He gives the exercycle a daily workout though. He'll be 97 come September. Anyone wanting to send him a card may do so at the South Shore Nursing Facility in Rockland, MA 02370."

Sincerely, Dalton Harrow

and ...

"Thank you for the nice things you said in the March Wheelpeople about the ride I led from Danvers last May. I certainly wish I could lead a repeat of this ride, or lead a longer one extending into the more northerly parts of the township of Boxford. But, unfortunately, it will not be possible for me to do so this year.

"I am still on a drug that regulates the heart beat and I take a capsule of it five times a day. I saw my doctor early in March and again on March 30, and, by logical reasoning, tried to get him to permit me to ride 12, or 17, miles at least one day in a month under favorable weather conditions. But I did not get anywhere! Nothing doing! So I am still restricted to seven (!) miles on any day I choose to ride. So I guess that's it for now.

"There is no pain in my chest. Occasionally little sharp sensations, and now and then skipped beats and heavier beats, particularly noticeable at night.

"Perhaps sometime along I shall show up for a club ride, do 3½ miles, then turn around. It would be good to see the bunch again.

"Meanwhile I shall keep riding, and will consider myself fortunate that I am permitted to do seven."

Sincerely, Howard C. Moore

also in the mail bag was a letter from Louise Blum, Tour Director for the California Wheelmen in which she tells us that she is leading - let's let her letter speak for itself ...

"I am leading a group of 23 adult cyclists on a tour of the New England States this September/October. All the cyclists are from Southern California. ... I am not too familiar with the best, least traveled routes for bicycles from Lexington to Plymouth, and am wondering if you or someone in your club could furnish me with a good route to take. If you have a good route from Plymouth to Uxbridge and then to Sturbridge it would prove to be very helpful. ... I have not had any luck in obtaining maps for each member of the tour from the State of Mass. Do you have influence along these lines?"

Louise and her husband Ray lived in New England 10 years ago and were active in bicycling then. Ray attempted and completed a bike ride to five of the six New England states in one day.

A FIVE STATE DOUBLE CENTURY

by Ray Blum of Downey, California

Fifteen years ago the writer resided in Chicopee Falls, Mass., north of Springfield, and had never heard of a double century bicycle ride. It was great country for biking, however, and after a few fairly long rides of up to 70 miles, a fascinating and challenging idea occurred. It was to ride through five New England states and return to the starting point in one day, a distance of well over 200 mi. A couple of riding pals helped to kick the idea around a bit and discuss plans for doing the ride, but we never got around to establishing a mutually suitable date for such an undertaking.

Suddenly one Saturday the opportunity and inspiration to make a solo try arrived. Some hasty preparations, attachment of a battery light, and off to bed. Up before 2 a. m. and off before 3 on the old reliable 4-speed converted track bike with 26 inch wheels and high pressure clincher tires. Weather and temperature seemed close to ideal pedalling along in the cool and quiet night air. The first leg of the route was north along the Connecticut River to Brattleboro, Vt. There was hardly a car on the quiet secondary road that followed the east shore of the river, allowing the eyes to adjust to the darkness for easy navigation through Hadley, Sunderland, Northfield, and then across the river and on to Brattleboro (55 mi.) for breakfast about 7:30 a. m. The sky was overcast, and the change from darkness to daylight had been very gradual through the gently rolling farmland.

After breakfast the next leg of the tour was east across the river into New Hampshire, past the Hinsdale Raceway, and then a quiet road along a rippling stream that invited the traveler to stop. The immediate result of stretching out on a convenient dock was an unplanned half hour nap. After climbing back on the bike, the southwest corner of New Hampshire was crossed into Mass. again. Then began a long trek southeast across the state through rural hilly wooded area and occasionally small towns with names like Royalston, Baldwinville, Westminster, East Princeton, Moores Corners, and Oakdale. The profusion of foliage and variety of terrain made it a very pleasant tour, and passing through the many small villages and towns gave a satisfying feeling of progress and accomplishment. The space between passed swiftly, and early sighting of the spires of the next town provided for continued interest and anticipation. Riding by the Wachusett Reservoir, weariness again set in, resulting in another short nap in the weeds alongside the road. Back on the bike for a few miles, and then a restaurant stop east of Worcester provided a welcome opportunity to linger and rest, while consuming a great variety and quantity of nourishing goodies. Then on the road again headed south and east through Grafton, Upton, and then into Woonsocket, Rhode Island, the furthest point of the tour from home. Pre-addressed postcards were mailed here, as had been the case in the other states traversed.

The return route wandered west to cross the northeast corner of Connecticut, another postcard drop. Then back up into Massachusetts through Southbridge and Sturbridge to the old main line Highway 20 between Boston and Springfield, now bypassed by the Mass. Turnpike. It was now a case of getting miles in before sundown, after which a lengthy stop was made for supper. There was quite a bit of lethargy to overcome in getting back on the road through Brimfield and Dingley Dell.

Quite a bit of climbing, and then a long, straight, fast descent. Over the smooth section of the new road the headlights of passing cars provided an almost continuous illumination of the road ahead. Between cars it was a bit spooky though, gliding down that super-fast surface in the darkness except for the bike light of limited intensity and range. All was clear, and on through Palmer and Springfield to finish at 11 p. m. after about 230 miles. The adventure of navigating over unfamiliar and scenic roads was a memorable experience.

WANTED: Bike with 20" wheels for 6-7 year old boy. Must be improvement over current balloon-tired bomber. Call Tom Fortmann, 861-7296 evenings.

FOR SALE: Used 23½" Gitane Gran Sport Deluxe, good condition, original, call Dave Barnes 926-1081.

FOR SALE: Men's Peugeot UO-8, 23 in., 10 speed, upgraded with Sun-Tour Derailleur and Ratchet shifters, wide range gearing and high pressure tires. Complete with rack and pump. An excellent buy at \$110. Call Earl Forman, days 864-6000 ext 3976; evenings 894-2084.

ROSTER (Continued)

Irvin D. Gordon	8 Beech St	Cambridge, MA
John S. Gordon	79 Patterson Rd	Bedford
Paul Gorenstein	100 Memorial Drive 5-11A	Cambridge
John Grande	229 M Street	South Boston
John & Marylou Grant	118 East Border Rd	Malden
Dr. Roger J. Greenburg	1751 Beacon St	Brookline
Dr. Edward Gross	289 Highland Ave	West Newton
Donna Haines	12 Munro Circle	Tewksbury
Richard Harmer	56 Oxford Ave	Belmont
Roy Herold	15 Meacham Rd	Cambridge
George C. Hetrick	11 Weld St #5	Framingham
Gladys Hopkins	44 Morse St	Natick
Richard W. Howe	3 Oakridge Rd	Stoneham
Rodney Huck	15 George St	Norwood
Charles Hudson	57 Purchase St	Newburyport
Aaron & Pauline Jacobs	79 Hampstead Rd	Boston
David R. James	4 Vanderbilt Rd	Acton
Ben Jeffries	1268 Canton Ave	Milton
Joan C. Jerome	218 School St	Somerville
David O. Johanson	11 Radcliffe Rd	Wellesley
Jo Rita Jordan	25 Chestnut St	Boston
Arthur Kant	139 Woodridge Rd	Wayland
Les Karp	57 Tudor Rd	Needham
Harold Kastle	66 Commonwealth Pk West	Newton Centre
Alice M. Kern	821 Parker St	Roxbury
Richard L. Ketchen	446 Brook St	Carlisle
Quentin L. Klein	25 Milo St	West Newton

Note: All addresses in Massachusetts, unless otherwise noted.

ROSTER Continued

Alex Kummel	228 Common St	Belmont, MA
Chris Kutteruf	260 Main St	Medford
Edmund & Ilene Lang	78 Jason St	Arlington
Myron Leiter & Family	24 Meadow View Rd	Wayland
Dennis J. Lennox	84 Commonwealth Ave	Boston
Harold B. Lewis & Family	14 Hillside Terr	West Newton
John Likins	81 Endicott St	Peabody
Robert Lindgren	237 Forest St	West Bridgewater
Gilbert Lipman	6 Colonel Bell Drive	Brockton
Lewis Lubar Family	53 Valley Rd	Chestnut Hill
Lawrence W. Lunt, Jr.	18 Russell Pk	Quincy
Paul J. MacDonald	412 Adams St	Milton
Leonard R. Malling	7 Old Colony Lane	Arlington
Monis Manning	66 Hillcrest Ave	Lexington
Mary Maraggio	574 Ashmont St	Dorchester
Paul G. Marlin	72 Cypress Rd	Milton
Wilbert Mason	117 Lorna Rd	Mattapan
Richard A. Mazeikus	266 Fellsway West	Medford
John M. McCoy	Evergreen Lane	Andover
Olga Messina	4 Clifton St	Belmont
Neal Michaels	18 Clay St	Cambridge
Stephan S. Miller	54 Moulton Rd	Arlington
Daniel Mitchell	274 Main St #7A	Acton
Howard Moore	49 Beltran St	Malden
Gerald Morse	120 Powers Rd	Sudbury
Charles Murphy	95 Jacques St	Somerville
Ellen M. Newell	215 Maple St	Franklin
Carl & Melissa Nordstrom	83 Drummer Rd	Acton
Douglas O'Shaughnessy	64 Allston St #3	Cambridge
Glenn Paine	69 Seventh St	Stoughton
Erving S. Pfau	15 Longmeadow Rd	Newton Centre
William Piekos	96 Fifth St	Cambridge
Robert F. Pileski	175 Ames St	Brockton
James Plant	50 Glencrest Drive	North Andover
Dennis & Linda Power	4 Woods Place	Charlestown
R. Douglas Powers	39 Malcolm Road	Jamaica Plain
Rick & Stevie Quinn	140 Central St #1	Rowley
Wm. H. Ramsey & Fam	940 Dedham St	Newton Centre
William D. Ravenscroft	70 Lansdowne Rd	Arlington
Lynne Wood & Peter Reagan	5 Shore Ave	Maynard
Robert E. Reed	70 Pine St	Belmont
Laura Rigsby	125 Langdon Ave	Watertown
William Roberts	922 Mass. Ave. #44	Cambridge
Charles G. Rogers	13 Longridge Rd	Acton
Mark Roseman	37 Brimmer St	Boston
Jacek Andrew Rudowski	One Belnap Road	Hyde Park