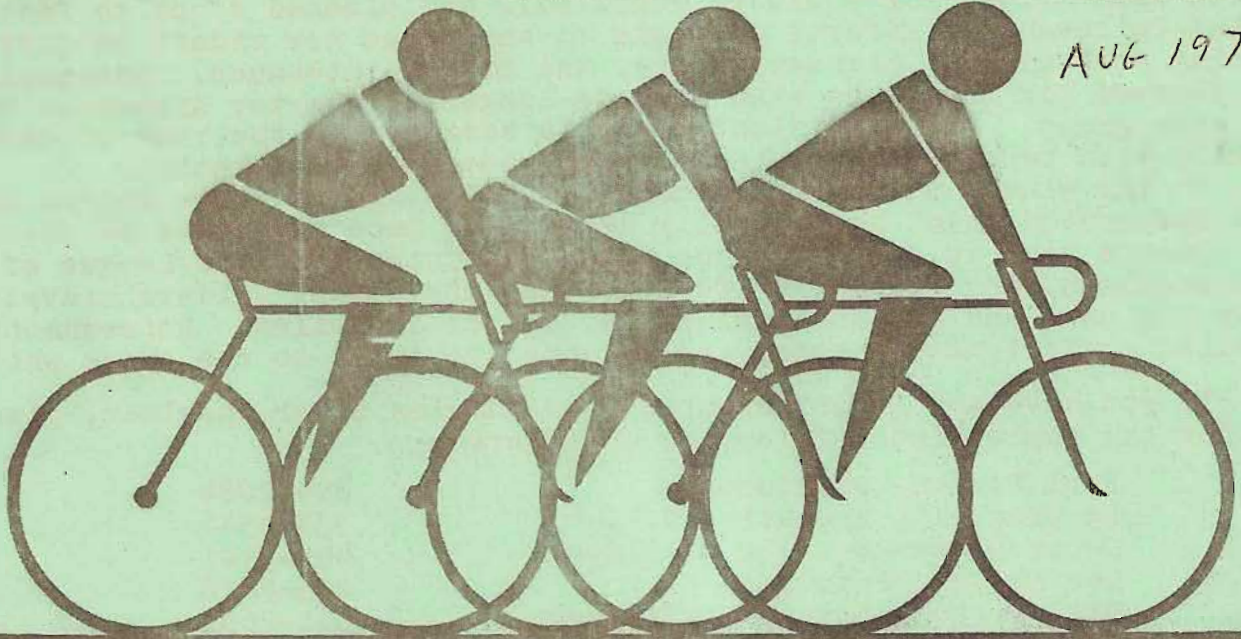


WHEELPEOPLE

AUG 1978



The Official Monthly Publication Of

The Charles River Wheelmen

The Charles River Wheelmen
3 Bow Street
Cambridge, MA 02138

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



The Charles River Wheelmen is a group of active adult bicyclists ranging in age from 16 to over 70. Our abilities and interests include beginning rider, long-distance tourer, commuter, and racer. Regular rides are scheduled from spring to fall. These rides have a leader, a route marked with arrows (or a map is supplied), and planned stops to facilitate social fellowship. Efforts are made to encourage new riders in aspects of cycling proficiency, highway safety, and bike maintenance. Optional loops are planned for those who wish to ride longer or shorter distances than the main group. One proficient rider is assigned to the rear of each ride to help with repairs and to insure that nobody is left behind.

In the winter we have informal "Frostbite Rides" where riders meet at a designated point and mutually decide the pace and route of the ride.

Once a year we join with our parent organization, the League of American Wheelmen, 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 designated stops, and patches are award to the those who finish.

If you have any questions about the Charles River Wheelmen, please contact the appropriate officer or chairperson:

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
Bill Piekos, Social Chairperson	661-2691
Al Basso, Membership Chairperson & Bulletin Distribution	666-8571
David Johanson, Publicity Chairperson	357-9300 (days)
Bill Roberts, Computer Processing	661-8698
John Springfield, Editor	566-1928

The Board of Directors is composed of the following members:

Earl Forman	894-2084
Al Basso	666-8571
Debra Glassman	489-3141
Ed Gross (New England L.A.W. V.P.)	969-0477
Eric Hall	965-4768
Harold Lewis	332-3649
Nancy Peacock	628-7566
John Springfield	566-1928
Joe Stanewick	323-8188
Dick Talbot	449-3792

Membership Application

Membership in the CRW also includes membership in the League of American Wheelmen. The L.A.W. publishes a monthly magazine, sponsors regional bike rallies, and helps in protecting your right to the road.

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

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

Single Membership: \$15 per year Household: \$19 per year

The CRW bylaws require that members be at least 16 years of age.

Make checks payable to: Charles River Wheelmen

Mail to: 3 Bow Street, Cambridge, MA 02138

Dues include L.A.W. dues. DO NOT MAIL L.A.W. DUES TO L.A.W. SEPARATELY.



schedule of rides and events



(all distances expressed in kilometers and miles)
(1 km. = .62 mi.)

JULY 22, SATURDAY, 10:00 A.M. - BIKE-ORIENTEERING! Try a different kind of cycling activity. This AYH sponsored event is being led by CRW navigator, Dick Buck, 923-8909. This is the way it works: each rider is given a detailed street map marked with 5 to 10 control points (usually street intersections). You must cycle the best route from point to point, thus using your brain as much as your cycling prowess. The one who returns to the starting point in the least amount of time is the winner. Total length of this ride is about 15 miles (24 km.). Meet at the Duck Feeding Area on the Charles River at Routes 30 & 128. Bring a pencil and a map holder (two large safety pins). Maps and plastic cases will be provided. 50 ¢ for non-AYH members; 25¢ for AYH members.

JULY 23, SUNDAY, 10:00 A.M. - THE LOOSESTRIPE RAMBLE. The state flower of Massachusetts ought to be the red rockets that grow in huge masses in the marshlands in July. This ride concentrates on the Loosestrife flowers, but isn't necessarily a slow ride, as the flowers are gregarious. Rides of 20 miles (32 km.) and 45 miles (72 km.) begin in Waban Square (Newton) at the Waban MBTA Station, west of Beacon and Chestnut Streets in Newton. We will cycle through Wellesley, Needham, Dover, Natick, Weston, Lincoln, and Newton. Bring color film for the flowers and a lunch for your stomach. The lunch stop is in South Natick. Leaders: Ed Gross, 969-0477, and Madeline St. Denis, 527-6926. Gather afterwards at the home of Nadine Krasnow, 244-9008, for food and socializing. The food is being provided by Bill Piekos, CRW Social Chairperson.

JULY 30, SUNDAY, 10:30 A.M. - Back by popular demand, this Lexington ride drew one of our largest crowds in May. Meet at the Lexington Green in Lexington for a 20-mile (32 km.) ride and a 35-mile (56 km.) jaunt through Lexington, Bedford, Carlisle, and Concord. Bring your lunch or buy it in Concord Center. The terrain is gently rolling. Leaders: Debra Glassman, 489-3141, and Mark Roseman, 723-5775. Ask them about their tour through Ireland!

AUGUST 6, SUNDAY, 10 A.M. & 12:15 P.M. - CHAMPAGNE SPECIAL. Join Richard Mazeikus as he completes his goal of cycling in each of the 351 incorporated towns and cities in Massachusetts! Richard must ride to Douglas and Sutton to finish his task. He has planned a special side trip to Lake Chargoggaggmanchaugaggchaubunagungamaug in Webster to visit the ruins of a gargle-water factory. Some of roads are a bit rough, but should be safe for tubular tires if you're careful. Lunch stops are spotty, so bring your own lunch. Richard will lead the long loop of 55 miles (89 km.) starting at Hopkinton Common at 10 a.m. He hopes to see many of his old cycling friends, and wants to meet new ones. Call him at 396-2230 for more information. Mary Maraggio, 282-9812, will lead a 20-mile (32 km.) ride from Hopkinton Common at 12:15 p.m. that will join the longer ride at the finish for free champagne and hoopla. Richard says, "Come along and help me celebrate!"

AUGUST 7, MONDAY, 7:30 P.M. - Board of Directors meeting at the Harvard Community Health Plan, 1611 Cambridge Street., Cambridge. All members are welcome. Issues that will be discussed are: the fall elections, changing the club name, and buying club T-shirts or jerseys. If you have any opinions about these matters, please attend or call a board member (listed on inside front cover).

AUGUST 13, SUNDAY, 10:00 A.M. - PEDAL AND FEAST. If you were at the July 23 ride, you know what a great time can be had socializing and munching after an invigorating ride. Quentin Klein, 527-1557, will lead us on a 30-mile (48 km.) and a 45-mile (73 km.) ride through Weston, Acton, Hudson, Marlboro, and Framingham. Meet at Weston Common and cycle the moderate tract at your own pace. Both rides stop for lunch in Marlboro at the White Hen Pantry. After the ride we will satisfy our epicurean tastebuds at the home of Earl Forman, 894-2084. Thanks to Bill Piekos for supplying the food.

AUGUST 20, SUNDAY, 10:30 A.M. - THE TRI-STATE TRIUMPH. Meet at the Rye Harbor Motel on Route 1A in New Hampshire at 10:30 a.m. for the start of a superb day of cycling. To avoid getting lost if unfamiliar with the area, take the first exit just before the toll booth on Route 95 at Newburyport and ask directions to Rye Beach on Rte 1A. Total driving time from Cambridge is approximately 1½ hours. Please note that we meet at the Rye Harbor Motel not the Rye Beach Motel as previously listed. Ride a Century (161 km.) that will extend from Rye to Ogunquit to Newburyport and back, or cycle a 50-miler (81 km.) from Rye to Ogunquit and back, or bike a 25-miler (40 km.) from Rye to Salisbury Beach and back to Rye. Each of these rides follow the shore line and are of incredible beauty. This event is sponsored by the Tandem Section of the CRW for the entire club and is a FUN-D raising event. Cost per person is \$2.50 with all profits going to the club treasury. Due to a typo error it was previously stated that the cost of the motel room would be charged to the club. As in the similar event two years ago, that is not a club expense. For more information and cue sheets send \$2.50 per person to Ralph W. Galen, 2210 Mass. Ave., Cambridge, with a self-addressed envelope, or wait for the good weather and meet us there.

AUGUST 27, SUNDAY, 10:30 & 11 A.M. - If you like hills, you'll love this ride. Cycle 20 miles (32 km.) through Milton, Quincy, Braintree, Randolph, and Canton. Roads will be arrowed, and there will be a rest stop at the donut shop in Five Corners, Braintree. The ride itself will start at 11:00 a.m. at the Trailside Museum parking lot on Route 138 on the Milton/Canton line. It will be preceded by a climb (on bicycles) of Great Blue Hill at 10:30 a.m. Leader is Jacek "Rudy" Rudowski, 361-5273, evenings.

SEPTEMBER 3, SUNDAY, 10:30 A.M. - NAMESAKE RIDE. Join us as we ride along the Upper Charles and cross this meandering stream several times. Meet at the Dedham Plaza on the Washington St. side, south of Dedham Center and opposite Lechmere's on Route 1. Choose the 13-mile (21 km.) loop or the 35-mile (56 km.) ride through Dedham, Westwood, Dover, and South Natick. Beautifully arrowed and moderate terrain. Leaders: Rod Huck, 769-0451, and Joe Stanewick, 323-8188.



or 50 or 25
CENTURY

from the
president's
pen ...



FREENEWSPRING THOUGHTS

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I have mixed emotions about writing this tale because I should have known better. And while there is a moral in the story for all of us, so I can rationalize taking this space for the telling, I suspect my true motivation is just to get rid of some of my frustration.

I've been taken, victimized by my own greed, suckered by the come on ad of a mail order bike shop. I should have known better - the price was too good (\$21.88 plus postage for a Brooks Pro saddle) - probably near cost. But I had spoken with one person who had normal dealings with the Branford Bike Shop. And they were advertising in "Bicycling", a reputable magazine. A full page ad too, not one of those three line personals with a box number that raise your suspicions. So in mid-April I sent out my check. And about a month later when my bank statement came back and I saw that the check had cleared, I remembered the order and realized I had not received my saddle. So a few days later I called the Branford Bike Shop to inquire - daytime long distance - extravagant - but the personal touch would straighten out all problems - right? So I spoke to a most polite and apologetic young clerk - reassuring he even claimed he had relatives in Waltham and did I know them? The saddle order? "Must have been lost by UPS", he told me. So sorry - but they were out of Brooks Pros. Would I take an Ideale 90 as a substitute? He would send it out that very day. Bait and switch? It crossed my mind but then again still not a bad buy for \$21.88 plus postage plus a toll call.

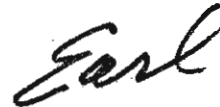
And then? You guessed it. Three more weeks and no word. Another phone call, another and different polite young clerk, all apologies. But still no saddle. A letter from me to the "Manager or Proprietor" - very restrained (no curses) explaining and asking for action. To make a long story short, it has been almost three months. I have received nothing from the Branford Bike Shop - no saddle, no check, no explanation. I am presently out of pocket \$23.38 plus the cost of two daytime long distance calls plus postage and stationery. Even if I eventually get the saddle, it will be no bargain.

I need help and advice in how to deal with these S.O.B.'s. If they were in Mass. I could take them to Small Claims Court, but what do I do to get satisfaction in Conn.? If any of you have experience, I'd like to know how to get satisfaction (other than that which I get by printing this and perhaps preventing some others making the mistake of dealing with this firm), please let me know.

The moral of the story is obvious. We have numerous reputable, well supplied bike shops in the area. Some of them even give CRW members discounts (see list below). Patronize them and avoid situations like mine.

Just a few words about the issue of our club name. As CRW President, I have only one interest in the matter - to do what is best for the health of the CRW. Names are words. They are composed of abstract geometric symbols we call letters. No word or name has any meaning in and of itself. The meanings of words and names are those we ourselves invest in them - a product of our own emotional contents. For some of us the name "Wheelmen" has an emotional content evoking association with nearly a century of a history that we admire and wish to be a part of. For others of us "Wheelmen" seems to be spelled "WheelMEN" and evokes images of a sexist exclusionary tradition that is abhorrent.

If it comes to it, you may need to decide what content our name really has. If and when you do, I hope that each of us makes that decision based on what is best for the CRW, which is after all, a great group of cyclists interested in furthering bicycling, regardless of what we are called.



Earl Forman

* * * * *

TANDEM TIDBITS

Reprinted from the Tandem Club of America, vol 2, no. 4, March-April 1978 :

Keep Your Stoker Happy by Grant Cotter

"It seems to be a status symbol that the stoker has to ride the same narrow, hard saddle that the expert on the front does. He invariably does it because he always has ridden that type of saddle on his solo bike and if it's good enough for his anatomy then it has to be good enough for his stoker's. Next in importance is gearing. Don't be ashamed to put on a wide range cluster. It will pay many dividends, especially when cycle touring with panniers. If you don't pull gears down around 30 inches, you'll have trouble climbing steep hills and your knees could pay the price."

"Remember, get her a good fitting, comfortable saddle that she likes, not one that's aesthetically pleasing to you. If you do all the things mentioned in this article, you will have a happy stoker for life."

For more information on the Tandem Section, Contact Ralph Galen, 876-8636.

NATIONAL LAW BOARD MEETING & CONVENTION
by Edward S. Gross, 1st V.P.

The LAW Board met in Kalamazoo, Michigan on June 21-24 to review committee annual reports and make decisions and appointments for 1978-79. Officers for the year will be:

Pres.-Pete Kutschenreuter of Ohio (Clubs Chairman, family cycling)
1st V.P.-Ed Gross of Massachusetts
2nd V.P.-Bruce Burgess of Virginia
Secretary-Larry Christie of Kansas
Treasurer-Sid Russak of Colorado

Highlights of committee reports that will be of interest to CRW members include:

Legislative (Ralph Hirsch): The bicycle subcommittee of the National Committee on Uniform Traffic Laws and Ordinances met to reconsider the mandatory sidepath laws now in effect in 40 states and incorporated in the Uniform Vehicle Code. After hearing from LAW experts and others, the subcommittee unanimously recommended rescinding the UVC provision which obliges cyclists to ride on side-paths ("bikeways") when they are parallel to a road. Bikeways are often ill-designed, ill-maintained, and more dangerous at intersections than the roads they parallel. It is hoped that the full committee (NCUTLO) will adopt this recommendation this year. Massachusetts has no such law. It should be noted that the Bicycle Manufacturers Association of America opposes the rescinding of the bikepath rule.

We also learned that a bill before Congress which regulates the uses of the huge Highway Fund contains a provision that access by cyclists to roads being built or repaired under federal aid may not be reduced. As most highways undergo periodic repair, this will aid cyclists greatly. The bill's passage is expected.

Education (Bonnie Neff): Bicycle safety education is progressing in Michigan schools through the use of "Effective Cycling," that is, on-the-road training and traffic integration skills. It is hoped these projects will lead to a nationally available LAW-developed program that members can use to promote the method locally.

Safety (Sandra Weeks): An information pamphlet and an LAW "share the roads" ad are being developed.

Facilities (Hal Munn): There is an ongoing project to develop bike-way standards that make sense (which I will press for adoption in Massachusetts). The LAW policy is reported in the LAW Bulletin.

Membership (Bruce Burgess): 20% increase. LAW now 12,000 memberships.

A most important decision was made by the Board regarding the League's future. The Member Services activities and Editorial activities now both handled by Phyllis Harmon had outgrown one person's dedicated energies. A search for a new Editor is underway.

We also agreed to offer members improved insurance, preferably liability insurance. Suitable packages are now being sought and will be reviewed this fall.



Ed Note: All letters received this month concern the topic of changing the club's name. See the July issue for details.

* * * * *

Regarding the criticism that our present name implies that only men can be members; come on now, do you really have that little regard for the intelligence of women?

This criticism seems to say that women are stupid and that they believe Ivory Snow is made from cold elephant tusks and that because there are pictures of peas on a can of peas they wouldn't buy Gerber products because there is a picture of a baby on the label. (I wonder how long they raise the babies before they "harvest" them?)

If, however, the criticism is valid then we are implying that only English speakers are welcome and we have a large non-English speaking population in the area and I see no reason to exclude them. Perhaps our name should be polyglot. Then, doesn't our name imply that all these English speaking men do their thing on (or in) the Charles River?

If we changed the name to Boston Bicycle Club wouldn't that mean I'd have to drop my membership because I don't live in Boston or would it mean that our rides would be in Boston? ad nauseam

I think we should change our name to

脚踏車之友會
查理士河畔

"Were you a Montague and I a Capulet."

Yours truly,
Richard Mazeikus

* * * * *

It is unfortunate that superficial forces of the feminist movement find it necessary to challenge our vocabulary to the extent that the name of our bicycle club, The Charles River Wheelmen, is considered offensive. At times I wonder if there aren't more important issues to address one's self. Certainly equal rights in all of its aspects seems to me to be of far greater significance.

If we do change the name of our club to assuage the emotions of some of our members we may find ourselves being an old club with a new name and consequently an unknown on the national scene. Being one of the older clubs nationally, much has gone on in the past that may be forever lost.

On the other hand if we do change the name of our club, perhaps we can retain the initials C. R. W. for that is how we are known to many. A suggestion for a name change that came from a liberated woman that could be considered is: The Charles River Wheelmen and Women.

Sincerely yours,
Ralph W. Galen, D.D.S.

EDITORIAL: WHAT'S IN A NAME?
by John Springfield

Periodically I have wondered if the name, "Charles River Wheelmen", could be losing us potential members (of both sexes), particularly, new women riders who may be "put off" by the name and consequently join one of the other cycling clubs in the area.

The first evidence I had that the club name was not accurately projecting its intended purpose was at the CRW Bike Week booth. No fewer than four people (men and women) commented on the club's name. Their comments included, "Is this club only for men?", and, "Aren't you fellows a little behind the times?" What's in a name? It's the first thing the general public can use to characterize us. If something in the name is misleading (or offensive) then it does not do justice to the club.

It seems to be a matter of degree. Ten years ago, the general society was not cognizant of the discriminating quality of words that end in "men." I wonder how I would feel if all the positions I held or the clubs I joined were named so that they implied they were only for women. For example, how many men would seek a position called "chairwoman" or join a club called the "Charles River Wheelwomen"?

At the same time, I feel that the CRW has a tradition that is worth preserving. CRW is an organization that is known nationally and regionally. It is important that we modify the name as little as possible so as not to confuse those who know us by our present name.

I suggest changing the name to "Charles River Wheelers". The club's identifying initials would remain unchanged, our tradition in the bicycling community is retained, and the larger issue of equality is squarely addressed.

* * * * *

TILTON BIKE BAN RESCINDED!

Dave Topham, Granite State Wheelmen Director, sends us this news of the Tilton, NH, bike ban:

After much prodding by the State Highway Commission and letter writing by the GSW, the Tilton Selectmen have finally lifted the ridiculous bike ban on their main street which is also state Route 3. An article in the June 26 edition of the Laconia Evening Citizen states that the selectmen will post new signs banning bikes from sidewalks, this being within their jurisdiction and of little concern to the touring cyclist.

Just to recap recent activity on this issue, on June 25 I led a GSW ride to Tilton so that members could see the banned area for themselves (and optionally ride through it). Two red and white signs greeted us with "Bicycle Riding Prohibited Beyond This Point." After recording the signs and area on film, almost everyone rode through the banned area which turned out to be only one city block long with parallel parking on one side and diagonal parking on the other -- certainly nothing unusual to constitute such a bike ban. We then cycled to the police station only to find the door locked. A police cruiser with doors locked was parked in front of the station, so we simply left copies of all the regulations and letters in protest of the ban on the windshield of the cruiser in an envelope addressed to Police Chief George Prescott. This whole effort was obviously in vain as the ban must have been rescinded ...the previous Thursday. Let's hope we don't have to go through this again, but if we do, at least we are better prepared and have the Tilton case to reference as a precedent here in New Hampshire.

Touring Report

My wife and I recently returned from a two week bicycle trip through the southwestern region of Ireland. We found the countryside fascinating, the people friendly and the the cycling terrific. We thought that some of the CRW members might be interested in a brief accounting of our trip.

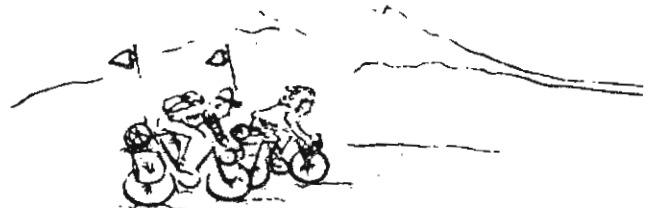
IRELAND - A CYCLIST'S DELIGHT by Peter B. Edwards

Ireland is a country which offers the cyclist a network of well-maintained, lightly traveled roads that run through a spectacular countryside. Every day holds a new delight for a tour, be it a fast day's ride through the flat interior farmlands or a tiring but exhilarating trip through the coastal mountains. The country has a variation in geography and scenery that can change dramatically within a day's ride.

We had planned to cycle around 40 miles per day beginning in the southern city of Cork and cycling up the coast to Galway and then east to Dublin. However, the mountains proved to be formidable with loaded panniers, so we shortened the intended mileage, but not disappointingly so, as there was so much to see and enjoy. We ended up cycling from Cork through the Killarney Mountains, out along the Dingle Peninsula, on to Limerick, and by train to Dublin.

The trip started with a fast day's ride of 45 miles from Cork (we landed there via ferry from England) to a coastal town named Kinsale. It was a beautiful warm day as we toured through delightful rolling farm country. In Kinsale we inspected the ruins of a 17th century English fort and had a brief picnic and rest on the fort's grounds. Dinner was a local pub, and it was here that the first of many "pints of Guinness" were consumed. We did not leave Kinsale until 7:00 in the evening, but our return trip of approximately 25 miles was not a problem because it stays light until 11:00 at night!

The second day we began our mountain travels as we biked up to Killarney with a brief stopover at Blarney Castle. I call Killarney Ireland's Provincetown due to the large number of tourists there. We even went to a noted singing pub only to hear such well-known Irish songs as "Deep in the Heart of Texas." Nevertheless, the countryside around Killarney is truly spectacular. A tour through the mountains in this region is something you will never forget. The roads out of Killarney into the mountains start by twisting and turning up through beautiful thick forests. Rhododendrons grow wild along the road to the size of trees. The countryside changes slowly as you travel upwards until you reach rocky, treeless mountains that rise sharply from the road with grazing sheep dotting their slopes. Finally the summit is reached, and an incredible view of lakes, verdant valleys, and rugged mountains is revealed. The sheer delight of descending rapidly through the same scenery needs no detailed description.



Following a day and a half in and around Killarney we went onto the Dingle Peninsula that juts off Ireland's southwest coast. The Peninsula is a land of amazing contrast. Its northern and southern sides have beautiful long beaches bordered by mountains. The tip of the Peninsula is a rocky, desolate terrain with high cliffs plunging into the sea. We found it so pleasant that we spent three days there, including two "beach" days.

The final leg of our trip consisted of going along a bit more of the coastline north of the Dingle Peninsula and then east to Limerick. The flat interior farmland country was perfect for fast cycling through scenic country made for many memorable rides. We reached Limerick in our second week. We took a train to Dublin the next day, followed by a ferry back to England where we visited relatives for a few days prior to our departure from London.

Our trip was great, and we would love to return. If you are contemplating a cycling trip through Ireland, I hope this account has convinced you to go. I am also going to add some helpful hints for those who just might make the trip.

Accommodations: We used bed & breakfast houses which are all over Ireland. They are Irish homes and farmhouses that offer guest rooms for tourists during the summer. They cost about £3.50 (\$7) per person for a comfortable room and a hearty breakfast. A complete list of all B&B accommodations can be obtained from the Irish Tourist Board in New York City. Camping appears quite possible although there are few campsites. We met a couple who had successfully camped on various farms with the farmer's permission. Youth Hostels are numerous and of course inexpensive. You must have an International Youth Hostel card in order to use them.

Travel: Fly to Limerick or Dublin. We flew to London as we wanted to see relatives in England. It is really an expensive hassle getting back and forth from England to Ireland.

Shipping Bikes: We shipped our bikes successfully by air with no special alterations. We wrapped the pedals with cloth and taped two cut-up sides of a cardboard bike container on either side of the bike with the pedals sticking through. This allowed us to ride our bikes immediately after receiving them from baggage claim without any assembly.

Maps: Get Ordnance Survey maps from the Irish Tourist Board in any major city. The scale is $\frac{1}{4}$ inch to the mile, and they show topography.

Travel Dates: We were in Ireland from June 12 to June 22. We found that we had no problems in finding accommodations, although warned that such is not the case in July and August.

Weather: It rains a lot. We were lucky. Bring a good rain outfit.

If you have any questions, don't hesitate to call us at 785-1043.

C L A S S I F I E D S

FOR SALE - Fuji Finest 21" Navy Blue. Campy headset, Grande Compe side-pull brakes, handlebar end shifters, TTT stem, tubulars, extras. Recently aligned and overhauled. Better than new condition. \$325. Also, Fuji Finest 32" Navy Blue. \$250. Ed Lang, 646-5033, evenings.

FOR SALE - Various parts:

Stronglight Double Crankset Spindles (Bottom Bracket Axles)	\$5 ea.
Stronglight French Thread Bottom Bracket Cups	\$3 set
Stronglight 99 Chainrings, 45 and 52 tooth	\$5 ea.
Broken-in Brooks Professional Saddle	\$12
Campagnolo Lower Headset Race, Crown Race & Bearings in retainer	\$4

Call Jacek "Rudy" Rudowski at 361-5273, evenings only.

Membership

Our membership continues to climb! Within the Week of July 2-8 we got 10 new members. We thought new applications would level off by now, but they just keep coming in. Roughly, we now have about 200 family and individual members, comprising about 225 people.

If there are any mistakes in your mailing label (name, address, expiration date) or if you do not receive your copy of Wheelpeople by the 1st of the month, contact the Membership Chairperson, Al Basso, 666-8571.

Treasurer's Report

As of July 1, 1978 the club balance is: \$629.89

D I S C O U N T S

Your CRW membership card entitles you to discounts in some of the area bike shops. Be prepared to produce a valid membership card (signed and unexpired) and some other form of identification. Contact the individual shops for the specifics on the 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, OPINIONS - Mail by August 15 to Wheelpeople Editor, John Springfield, 146 Beaconsfield, #4, Brookline, MA 02146. Thanks to all for mailing early for Aug. issue.