



# CALENDAR



## DECEMBER 1, TUESDAY 7:30 pm

CRW monthly Board Meeting. Starting this month the Board will meet in a new location at the MIT Electric Power Systems Engineering Lab Conference Room, Building 10 Room 172 (10-172) under the Great Dome, 77 Massachusetts Avenue, Cambridge. Come check out our new meeting place. Board meetings are open to all CRW members.

## THE "SHOW & GO - FROSTBITE RIDES"

Come join us in officially celebrating the winter riding season. From now, until next March, the rides won't be pre-planned. Members just show up and go. This is the time of year that we really need your support -- to show the public that bicycling is feasible and enjoyable throughout the year -- and not just in the warm weather months. Explore with us new and familiar roads and terrain as they take on exciting new dimensions with the absence of foliage. The air is crisp, and the coffee, tea, and hot chocolate taste better than ever. The group decides the length and direction of the route -- only the starting point is pre-determined. Come and participate in a true democratic process. The CRW rode as a club on every Sunday last winter. It only takes but one other person besides yourself to have a club ride. Don't let that other person wait for you. Come along and join the fun! If you have any questions about the frostbite rides, contact winter ride coordinator, Walter McNeil, 325-8229.

## DECEMBER 6, SUNDAY 11 am

Starting point: Cambridge Common

## DECEMBER 11, FRIDAY EVENING 7:30 pm

"Party Time"

Mark this date on your calendar! This is the time for the CRW Annual Holiday Social. Meet CRW officers, old friends,

and new members at "Debra and Mark's place." See if you can recognize people without their bicycles and "Bells" and dressed in colors other than black. Swap tales of summer trips and maybe get some great ideas for next year. Share ideas for winter riding.

Light refreshments, liquid and solid, will be provided but if you have a favorite drink or thirst quencher bring it along. Also, if you would like to bring some favorite foods or sweets to share, it will greatly add to the festivities. Please notify Debra Glassman or Mark Roseman of your gastronomical intentions so they can balance the menu to meet Nancy Clark's standards.

This Holiday Party is a CRW tradition! Don't miss it!

Place: 35 Payson Road, Belmont

Directions: Take Trapelo Road to Common Street. North on Common Street for one block to Payson Road on the right.

More information: Debra or Mark, 489-3141.

(Editor's Note: Due to a typographical error, the date of the party was incorrectly reported in the last issue of the Wheelpeople. The party is Friday, December 11. Hope this has caused no inconvenience. See you there. Happy Holidays!)

## DECEMBER 13, SUNDAY 10:30 am

Starting point: Natick Common, Routes 27 and 135.

## DECEMBER 20, SUNDAY 10:30 am

Starting point: The Duck Feeding Area, in the Weston Side of the Charles River at Routes 30 and 128.

DECEMBER 27, SUNDAY 10:30 am

Starting point: Arlington Center,  
intersection of Massachusetts Avenue and  
Route 60.

JANUARY 1, FRIDAY 11:00 am

"Special New Years Day Frostbite Ride"

Starting point: Boston Common, Park and  
Tremont Streets.

This is our famous annual New Year's Day Ride. What better way is there to clear the mind and body of the evening before's merriment than an invigorating ride in the clean, crisp air of downtown Boston -- with very few cars! Explore Boston as it once was -- before internal combustion engines took over. Last year we were on television -- who knows what's in store this New Year's Day! Come on in, ride along with us and see!

\*\*\*\*\*TIPS FOR WINTER RIDING \*\*\*\*\*

From Walt McNeil, Winter Ride Coordinator

The following are just a few tips for safe, enjoyable winter riding. If you have any tips that would be beneficial to winter cyclists share them with you fellow members on the frostbite rides or send them into the Wheelpeople. Winter cycling can open up an exciting new world to you. Get out, ride, and explore!

1. Dress appropriately. This cannot be stressed enough. Wear several layers of clothing, instead of one heavy layer. Manmade materials do not absorb perspiration, natural materials do. A layer of manmade clothing next to your body, followed by several layers of natural clothing allow you to perspire through the manmade clothing to the natural clothing, keeping your body dry, thus warmer. Wool is the best for warmth for natural clothing, although cotton is acceptable is wool can't be worn. A dry body is always warmer than a wet body, no matter how many layers of clothes you have on.

2. Protect the extremities fo your body. This means keeping your head, hands, and feet protected and warm. Much heat is lost from your body when these areas are inadequately protected. A ski band or hat under your helmet (you can remove the pads if the helmet won't fit), warm gloves (be careful -- bulky gloves may impede handling of the bicycle) and several layers of socks help keep you warm whn you arae riding. Plugging up the holes in your helmet cuts down on the wind's chilling effect, and a scarf around your neck keeps that area warm. A nylon windbreaker can help stop the cold wind.
3. Keep your bike in top condition. It is more important that your bike be running correctly in the winter than other times of the year. A simple flat tire on a cold day could turn into a complex affair. Check all your equipment everyday before going out on a ride.
4. Dress to be seen. With a lower morning and evening sun, you can get easily lost in the sun's rays by an unsuspecting driver. Wear bright clothing, or better yet, various garments, materials, or objects made especially for bicycle riders.
5. Beware of Road Conditions. Pot holes begin their growing season in winter. Slippery roads due to ice and leaves also makes riding more difficult. Be aware of these and changing road conditions. With the advent of snow, roads become narrower, so adjust your riding style accordingly. Obey and follow all traffic rules!
6. Carry a map. In the winter, CRW rides are unmarked. If you should get separated or lost from the group, there are no friendly arrows to look for to resume your ride. A map of the area you are riding in helps limit any of the above problems.

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# Mileage

The following are mileage totals for 1981 for CRW members through the end of October.

John Latva	17463
Joe Cormier	12040
Peter Reagan	10330
Jerry Campbell	10313
Ed Trumbull	8481
Dick Buck	8371
John Vanderpool	8030
Don Blake	6240
Elliott Morra	6120
Water McNeil	5934
Doug MacDonald	5932
Nancy Tichanuk	5400
Robert Fisher	5037
Egon Engelhardt	4957
Jacek "Rudy" Rudowski	4829
Scott Turner	4713
Emile Bielawa	4691
Osman Isvan	4537
John Gregory	4599
Maria Hurley	4309
John Kane	4182
Pamela Crane	4168
Earl Forman	4059
Mark Hanna	4052
Glen Coffman	3927
Paul Foley	3833
Richard Levine	3750
Curt Audin	3590
Bill Sweetser	3369
Jeffery Luxenberg	3239
Vic Crane	3048
Ed Lapointe	3006
Dick Howe	3000
Debbie Fricks	2890
Barry Fricks	2858
Debbie Luxenberg	2816

20  
9  
5  
51

4309  
4182 4329

Paul Bowser	2728
Andy McCormick	2554
Eva Casey	2362
Dick Lewis	2360
Jill Eiseman	2057
Mike Hooning	1870
Gregory Smith	1504
John Kagan	1377
Bea Forman	1107
Ann Fritz	1015
Dave Brahmer	942
Connie Lapointe	871
Barbara Audin	655
Rosalie Blum	489
Howard Moore (1931: 5078)	977

Total miles reported to date: 262,351!!  
Over the top and still two months to go.  
Keep reporting those miles! The next two months are critical to get an accurate count for the year. Mail your mileage by the fifth of the month to Ed Trumbull, 19 Chase Avenue, West Newton, MA 02165 or call 332-8546.

- 1000 Miles A Month:
- 15 reported they now qualify.
  - 10 said they'd like to shoot for it

--Ed Trumbull  
Mileage Coordinator



**PETER MOONEY**  
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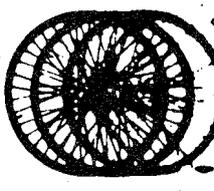


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REDUCTION

# Editor's Mailbox

Although the days are getting shorter, and colder, don't let your interest in cycling dwindle. Go out and ride -- the cool crisp air affords a very refreshing experience. Wintertime also affords an opportunity to get involved in CRW activities. Besides frostbite rides, there will be club meetings and social gatherings. This month the Wheelpeople includes an election ballot for four Board seats. Vote! Let your feeling be known. Next month the Wheelpeople will include a questionnaire asking members' opinions about the club and its activities. Be sure to fill it out and send it back. Your participation in filling out the questionnaire is needed and is greatly appreciated. Let's shoot for a 100% response.

In this month's mailbox was the following:

Dear Editor:

Sunday November 8th was a great day for bicycling. It started out a bit chilly and windy, but turned into an exceptional day. I was undecided whether I should do a century on my own into New Hampshire, like I did the week before, or ride with the club. The winds convinced me to ride with the club. Luck wasn't with me on this day. The zig zag route out of Boston was quite an experience. Our bicycles had to dodge scores of strollers, joggers, and rollerskaters. The sharp angles of the walk ramps over Storrow drive made it difficult for anyone wearing cleats and toe clips. Once out of the city the going was getting better. That is until the group I was riding with got lost. The leader must have missed an arrow. After consulting the detailed map furnished us, we got back on course. Later, we got lost again.

This time the group split up, as there was a difference of opinion of the closest way to get back on track. At some points the arrows were so scarce one didn't know whether it was wiser to follow the arrows or the map. When I thought I was on the right track, I decided to go with the arrows which is faster and more enjoyable. This is when I ran into arrow pollution. Arrows everywhere and in every direction. Out came the map, again and again. Some riders were familiar with the area, but I wasn't. Shortly after the lunch stop, I had an accident on the Goddard Avenue hill near Hellenic College. I was traveling too fast downhill when I noticed a raised sewer cover in my path. Fearful of a blow out, I made an unwise motion to avoid it and succeeded at the cost of a crash. With the bike in rideable condition and a bruised left hip and sprained shoulder, I painfully proceeded to take the shortest route home to Peabody. This was the first time I ever got lost on a club ride. In all due respects to Paul Gorenstein, the route was very interesting and beautiful, but in the future, I'll be giving serious consideration when a ride takes place in a heavily traveled biking area. Arrow pollution is getting to be a serious problem. It just wasn't my day.

Yours truly,  
Joe Cormier

(Editor's Note: Joe, it really wasn't your day. I also rode on November 8. Although I hit one spot where arrows were pointed in two directions, the excellently prepared map got me back on track. I'd like to thank Paul for developing an interesting ride, through a thoroughly "urban" area. The ride had beautiful scenery without being more than fifteen miles from Boston. It was nice to start in the city for a change.)

Keep those letters and stories coming in! Materials for publication must be in the Editor's hands by the 12th of the month before the issue for which it will appear.

-Ed

----- Thoughts on the Road -----by Joe Cormier-----

\*\*\*\*\* October 15 \*\*\*\*\*

Traffic stop lights! How many bicyclists obey them? I think we have all gone through them at one time or another, hopefully by mistake. I see bicyclists run red lights many times each day. Usually, kids are the most frequent violators. However, a few adult cyclists seem to think the practice is OK too. I've seen a few CRW members run red lights on weekend rides. Besides being the law and a great safety habit, I find I get a growing respect from motorists if I follow the rules of the road. After all, it's the only fair thing to do. We're all horrified when we see motorists run red lights -- an all too common sight in Massachusetts. Maybe this is where some bicyclists got this bad habit. Sure its a hassle to get up steam again when we are making good time. And getting in and out of toe clips (particularly with cleats), can be a drag. But let's face it, its all for our own safety.

\*\*\*\*\* October 16 \*\*\*\*\*

Wrong way Charlies! That's what I call bicyclists who travel against the flow of traffic. As we all know, there's not a great deal of room for one bicyclist traveling along side the road most of the time, but when a wrong way Charlie comes along, it can get pretty hairy. I have had many such encounters, some dangerously close. I assume that anyone who is into serious bicycling, is not guilty of such a practice. Again, it is usually younger kids that are the greatest violators, although I've seen a few adults guilty of the practice. The reasons for this dangerous habit is ignorance, inexperience, and indifference. I'm inclined to believe ignorance is the main reason. Three years ago, before I got into serious biking, I wasn't sure myself which side of the road one was supposed to bike on. The only remedy for this dilemma is education. The public must be informed about the correct direction of bike travel on roads. The media is one way to get this message across. Another is to educate children. This can be accomplished through contact-local school administrations and

offering to give a safety talk on bicycling. One could bring a properly equipped bicycle and a set of rollers for a demonstration. A roller demonstration is always a crowd pleaser, and would spark interest in bicycling. If a number of CRW club members would be interested in such a program, it would go a long way in improving general biking conditions. It would be a good wintertime activity.

\*\*\*\*\* November 3 \*\*\*\*\*

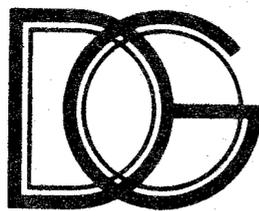
"What's that odd looking gadget on the left side of your helmet?" Of all the bicycling equipment I've used, the bike mirror seems to be the one most asked about. I imagine to some people I look like a Martian with an antenna sticking out of my head. I consider this small one inch diameter mirror a very valuable piece of safety equipment. When one learns how to use it properly, the cyclist has the ability to scan instantly the activity behind without turning the head and body. Just recently, I had an unfortunate incident when I neglected to use this mirror. I turned my head to look at an oncoming car on a narrow road, when suddenly I found both my wheels scraping a high curb. Momentarily startled, I lost my balance and fell. Had I used the mirror, this accident might not have happened. A fast rider cannot respond fast enough to avoid a rock or pot hole if he or she quickly turned to check rear traffic. The eye muscles that allow you a quick mirror scan, respond faster than those controlling head and body movements. There are those that maintain that when a cyclist turns the head to the rear its a signal to motorists of an intended bicyclist traffic maneuver. However, its been my experience that motorists do not heed cyclist's signals even such obvious ones as indicating a left turn at an intersection, so why should a cyclist trust a motorist. I think it is safer to keep a motorist in doubt. Therefore, I am a firm believer in using a rear view mirror for the bicyclist. Whatever your preference is, I wish you all a safe ride.

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# Members Business Directory

The Wheelpeople Business Directory allows CRW members to have their business cards printed for 6 months for only \$10. Send your business card, with a \$10 check payable to CRW, to:

Jeff Luxenberg  
CRW Wheelpeople  
19 Sparhawk St.  
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# \*\*\*\*\* CRW Board Election \*\*\*\*\*

At the end of each year CRW members elect three of the nine CRW Board of Directors for terms of three years. Ballots are included in this issue of Wheelpeople. In order to have your vote count, the ballot must be received by John Kane through the mail by Thursday, December 10, 1981. Ballots received after this date will not be counted. Mail your ballot early to insure that is received. Make your vote count!

The three directors whose terms expire this year are:

- Dave Brahmer (recently appointed to replace John Pershing)
- John Kane
- Ed Trumbull

In addition, Board member Bill Risinger, who has completed two years of his three year term, has decided to resign due to other commitments. Thus, members should vote for four candidates. Family memberships have received two ballots. The candidate who comes in fourth will be elected for one year to replace Bill. The first three candidates will be elected to full three year terms.

Special thanks is owed to Board member Ed Trumbull, who must leave the Board

after two successive terms, per the requirement of the CRW by-laws. His time and effort have been greatly appreciated. Thanks are also in order for John Kane and Bill Risinger for their efforts on the CRW Board. Dave Brahmer, recently appointed, is running for a full term on the Board.

Based on recommendations at the October 6 Board Meeting, the CRW Nominating Committee selected the following members to be included on the ballot:

- Marc Altman
- Dave Brahmer
- Barry Fricks
- Mark Lamkin
- Jeffery Luxenberg
- Mark Roseman

Members are asked to vote for four of the above candidates on the enclosed ballot. Each candidate has been given an opportunity to address the CRW membership in this bulletin. The statements of those candidates availing themselves of this opportunity are provided below.

The Board meets once a month and is responsible for setting club policies and authorizing expenditures of money. The Board also elects the club President.

## \*\*\*\*\* CANDIDATE STATEMENTS \*\*\*\*\*

### Dave Brahmer

In the few years I've been in the CRW I've seen tremendous growth in it's membership and in the number of people on our rides. But a large portion of the membership seldom or never seem to be on a ride. So why join a bicycling club if you don't cycle? Perhaps our ride format needs some expanding.

I would like to work for a ride program that provides for a much larger portion of the club. This would include Saturday and Sunday rides. Rides for the experienced, inexperienced or first timers. Family rides, scenic rides. Slow, medium or fast paced rides. Perhaps starting a division in the club for racers. If you find it difficult to get to a ride maybe a ride to the ride program is needed.

There are a lot of options to be tried for the people who don't ride.

through the club's ability to educate it's members on proper cycling technique while attracting new members.

We have the opportunity to assemble and distribute information on local issues affecting bicycling, bicycle repair and maintenance, members' experiences, advice, and of course, club news and events.

Our club's social aspect is one of the most appealing and needed by it's members. Knowing we are not alone gives us incentive and courage to continue riding in a sometimes less than pleasant car-orienter society. Riding with a group of friends on a well marked, scenic route is a great joy.

I would like to increase my usefulness by serving on the Board and helping the CRW continue to fulfill these cycling needs.

### Mark Lamkin

In the few years since I joined CRW, I have seen the club grow in size. I have been concerned that with the increase in ride attendance, safety and roadmanship may have suffered.

As a Board member, I will seek to stress ride courtesy as well as ascertain the

types and events the majority of the members wish, be it Sunday rides, centuries, weekend tours, or rallies. I hope other members will be concerned with these ideas.

### Jeffery Luxenberg

As editor of Wheelpeople I have become most interested in the CRW organization. Overall I think the club offers a varied and interesting activities program.

However, research into what members want out of the club would be extremely useful. The questionnaire being developed will be instrumental in this effort. The results will allow the Board to evaluate present efforts and perhaps expand the program with additional activities such as longer rides, maintenance workshops, etc.

As both recreational rider and bicycle commuter I see the CRW not only as a riding club but as a means to promote bicycling -- be it to encourage people to get out and ride, or to educate crazed drivers to share the road.

As a Board member I would devote my energy to these issues as well as sustaining the excellent programs already offered.

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