



WHEEL PEOPLE

Charles River Wheelmen

Volume XI Number 9

September, 1982



CALENDAR



Rides, Meetings, and Other Events

AUGUST 31, TUESDAY 7:30 pm
"CRW Monthly Board Meeting"

The Board meets at the MIT Electric Power Systems Engineering Lab Conference Room, Building 10 Room 178 (10-178) on the ground floor under the Great Dome, 77 Massachusetts Avenue, Cambridge. Board meetings are open to all CRW members.

SEPTEMBER 4-6

2nd Annual Labor Day Weekend Trip to Nantucket

Spaces are still available for you last-minute planners! Ride or drive to Hyannis optional stay Friday evening at E. Bridgewater hostel. Take ferry to Nantucket any time Saturday; hostel is reserved Saturday and Sunday nights. Sunbathe, swim, take in the extraordinary historic sights of Nantucket village. Send \$20 deposit to John Allen, 40 Rugg Road, Allston, 02134. Information: 483-1558.

SEPTEMBER 5, SUNDAY 10:00 am

Join us for a "show and Go" ride this Labor Day Weekend.

Starting point: Duck Feeding Area, Weston, at the intersection of Routes 128 and 30.

This will not be an organized ride, as is the case on many holiday weekends. All you need to do is show up and decide the route together.

Hope to see you there!

SEPTEMBER 12, SUNDAY 10:15 am @ Woods Hole
"Fourth Annual Martha's Vineyard Ride"

Starting point: Meet at Woods Hole ticket office at 10:15 am. The ferry leaves at 10:45 am for Vineyard Haven. Buy your ticket when you arrive and indicate that you are a CRW member so you can get the roundtrip group rate, \$9.50/person (including \$5.50/person for the boat ride and \$4.00 for the bicycle).

Sam Johnson and Birdy Ellsmore, 655-8774, are the ride leaders. A map of the ride will be provided prior to boarding the ferry. The longest ride is 55 miles and is mapped out. The map will also provide shorter, alternative routes. The return ferry back to Woods Hole will leave Vine-

yard Haven at 6:30 pm. There will be the traditional post-Martha's Vineyard ride dinner at Grandma's Pie Shop at the traffic circle on the North end of the Bourne Bridge.

Parking at Woods Hole is \$4.00 or park free in Falmouth and bicycle four miles, via the bike trail to the ferry. The directions from Falmouth by bicycle are as follows: Pass the Steamship Authority overflow parking lot on Route 28 in Falmouth: take a left on Main Street. Go a short distance to the sign for public parking (between Main Street and Catherine Bates Road). Cycle up to Main Street and turn right onto Main Street: take a left on Route 28 and proceed for 1/4 mile to the bike path on the left which is marked with a rock and an anchor. The bike path exits in the Steamship Authority parking lot in Woods Hole.

SEPTEMBER 19, SUNDAY 8 am - 50 & 100 miles
"CRW's" National Century Ride"

Starting point: Duck feeding area parking lot, intersection of Routes 30 and 128, Newton.

This L.A.W. sanctioned Half-Century and Century ride will travel through the western suburbs to Sharon, Easton, Tauton, into southern points of Dighton on primarily flat terrain with some hills. Lunch will be at Dighton State Park (bring your own or stop at the general store in Berkley). Fee of \$2 for CRW members, \$3 for non-members, will cover patch (if 50 miles completed in 6 hours, or 100 miles completed in 12 hours), sag wagon, and post-ride refreshments. Beware: sunset is 6:47 pm, so bring lights. Volunteers are needed to help out (see related notice on page 10).

SEPTEMBER 26, SUNDAY 10:30 am 25 and 45
mile loops

Starting point: Star Market, Medfield Center, at the intersection of routes 109 & 27.

Richard Levine (359-7464) and Jack Dickison (333-0962) have (believe it or not!) planned some new twists and turns through these well worn (and enjoyed) towns of Medfield, Sherborn, Natick, Wellesley and other adjoining areas. Come try it for yourself! Lunch will be in South Natick where there is a store for those who want to buy lunch.

OCTOBER 3, SUNDAY 10:00 am

Join us for a "Show and Go" Fall Foliage ride.

Starting point: Lexington Center

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Other Rides

SEPTEMBER 4-6 Weekend

"Camping Trip to Quabbin Reservoir"

Place: This trip will leave from Jerry Campbell's in Mendon on Saturday at 9 AM and arrive at the Purple Meadow Campground 85 miles away sometime that evening.

What: This trip features the best of both camping and biking. All gear will be transported from Mendon to the campground at Quabbin Reservoir by van. The campground has hot showers and a small swimming pool; you may also swim in the nearby Connecticut river.

Sue Cavalli (782-6564) or Jerry Campbell (478-0490).

SEPTEMBER 12 SUNDAY

"The Flattest Century In the East"

Place: Tiverton High School. Take 195 east to 24, south on 24 to Fish Rd., left on Fish Rd. to end, left at end for 3/4 mile to Brayton Rd. crossroads, left on Brayton Rd. to school.

What: Last year there were 700 participants, making this the second largest Century in the country. Not only is this the flattest Century in the east, but also the most scenic. It winds on back roads past saltmarshes, well-manicured horse farms, and snug cedar-shingled homes.

Registration: The fee for each rider is \$4.00 and includes maps, L.A.W. patch, cue sheets, road arrowing, refreshments at checkpoints and sag wagon. Restroom facilities will be available from 7:00 am to 6:00 pm at the high school. To obtain pre-registration forms and more information send a business size SASE to N.B.W.-T.F.C.E. P O Box 1317, Providence, RI 02901

Cost: Cost for the weekend, including food will be approximately \$35.

Information: For more information contact

SEPTEMBER 18 10am to 4pm
"Riding Skills Workshop"

Place: St. Matthew's Methodist Church in W. Acton (call to confirm location).

What: A workshop sponsored by the Nashoba Valley Pedalers. Learn riding techniques that will increase comfort, safety, and efficiency. Instructors are John Allen and Rudy Rudowski. Here's a chance to meet NVP members too. Bring your bike!

More information: Call John Allen, 783-1558.

SEPTEMBER 18 & 19 WEEKEND 7am both days
"GSW 1982 Tri-State Century Weekend"

Place: Bill Bailey's Motel, 933 Ocean Blvd Hampton Beach, NH, 03842, tel. 603/926-3306 or 926-3933. Motel is located at the intersection of routes 1A and 101C.

What: The Granite State Wheelmen's Tri-State Century along the MA, NH, and Maine coastlines is the main attraction, but also offered will be half and quarter centuries along sections of the same route. All routes are relatively flat terrain and will be offered both days. The LAW Century, Half Century, or Quarter Century patches will be awarded for the mileage cycled. Route maps, sag wagon coverage, hospitality room, trip time log, and pre- and post-ride refreshments will be provided.

Meals: Cyclists are to provide or buy their own meals. Numerous restaurants and snack bars are available along the route.

Registration: \$3.00 per person covers all support services for both days and one

patch; families of three or more \$8.00, this includes three patches. There is no need to register prior to the morning of your ride.

Lodging: Bill Bailey's Motel will provide accommodations for \$29.00 plus tax for two in a motel room. Other motels are in the vicinity. Campgrounds in the area include: Wakeda Campgrounds, Hampton Falls, tel. 772-5274; Tidewater Campground, Hampton, tel. 926-5474; Liberty Hill Campground, Greenland, tel. 431-6359. Please make your own arrangements for lodging or camping at the place of your choice.

Information: Please send a SASE with your request to Dave Topham, 2 Townsend Avenue, Salem, NH, 03079, or call 603/898-9926.

SEPTEMBER 25, SATURDAY 9am
"Octoberfest and Blackstone Valley Tour"

Place: The 25-mile bicycle tour starts at the Corp of Engineers West Hill Dam Recreation area in Northbridge, MA at 9am.

What: This is an annual early-Autumn German-style picnic and bike tour. The best hardy German foods and desserts are served, mostly homemade. It's open to all bicycle clubs and any others who would like to join us. There is the traditional keg of beer and a drawing for prizes. The bicycle tour has several stops at historic places.

Registration: Send \$6 registration fee and a SASE to leader: Jerry Campbell, 49 Blackstone Street, Mendon, MA 01756 and you will receive the itinerary and directions to the West Hill Dam. Rain date is Sunday, September 26. Call Jerry for more information at 478-0490, between 6 and 9 pm.

Editor's Mailbox

Members should feel free to use this column as a sounding board. Keep the letters, articles, stories, and other material coming in. Material for publication must be in the Editor's hands by the 10th of the month before the issue for which it will appear. Send material to:

Jeffery A. Luxenberg
Editor, CRW Wheelpeople
19 Sparhawk Street
Brighton, MA 02135

Dear Editor:

I joined CRW this Spring, and have been looking forward ever since to my first century ride. After months of looking for a date in the "Wheelpeople", I was quite disappointed to find that the ride had been scheduled for Sept. 19th, which is the second day of Rosh HaShonah, the Jewish New Year. While I agree that rides should be planned for every weekend, I find it unfortunate, and insensitive, to arrange a once a year event on what is, for some people, a major religious holiday.

Sincerely,

Ronald S. Molin



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Mileage

The following are mileage totals for 1982 for CRW members through the end of July.

John Latva	9256
Joe Cormier	7458
Jerry Campbell	6700
Ed Trumbull	5695
Ned Weld	5443
Peter Reagan	5400
Osman Isvan	5040
Dan Blake	4883
Emile Bielawa	4771
Walter McNeil	4557
Paul Foley	3813
Lee Howard	3800
Dick Buck	3755
Scott Turner	3583
Bob Fisher	3548
Joan Klapper-McNeil	3511
Bob Harvey	3474
Dave Taylor	3459
Ed Hutchinson	3172
Greg Canty	3041
Greg Lenhart	2921
Jeffery Luxenberg	2891
Dick Lewis	2849
Francie Sparks	2776
Gail Taylor	2773
Jill Eiseman	2713
Bruce Wisentanner	2587
Jacek "Rudy" Rudowski	2564
John Gregory	2484
Barry Fricks	2468
Roger Kay	2465
Pete Moss	2450
Karen Lease	2430
Debbie Luxenberg	2042
Eliot Specht	1982
Mike Hanauer	1965
Greg Bakos	1946
Paul Bowser	1483
Bill Sweetser	1480
John Kane	1178
Eva Casey	1127
Greg Smith	1047
Bill Rapala	1038
Richard Willis	1031
Linda Harvey	1030
Earl Forman	970
Mike Simon	925
Lee, Andre	882

George Caplan	876
Pat Sommers	850
Andy Weiner	842
Chris Lucas	830
Butch Black	711
Jack Kagen	657
Cutler West	615
Dave Brahmer	523
Rosalie Blum	350
Howard Moore	223
No update (27)	14,392
	<hr/>
	166,952

We've turned the corner and are headed for the barn. All systems are GO!

Another appeal to "the 27". Stay in the swim. It doesn't take much. Just call me with your miles. We want all of you on the list every month.

Don't delay in sending or calling in after the month is over. The list is getting long (great) and I have to get it to Jeff so do it early. Some of the outstanding "heavy hitters" for the month are listed below:

<u>Over 2100</u>	<u>Over 1700</u>
J. Latva	O. Isvan
<u>Over 1600</u>	<u>Over 1400</u>
D. Blake	W. Mc Neil
J. Cormier	N. Weld
<u>Over 1300</u>	<u>Over 1200</u>
G. Canty	P. Reagan
	D. Taylor

Over 1100
E. Bielawa
J. Klappert-McNeil

Mail in your mileage by the fifth of the month to Ed Trumbull, 19 Chase Avenue, West Newton, MA 02165 or call 332-8546.

-Ed Trumbull
Mileage Coordinator

Tips For Group Riding

by John S. Allen

Good group riding is a bit of an art, something we can and should be proud of. The following tips are offered in the interest of increasing the pleasure, safety, and public relations image of CRW rides.

AT THE START OF THE RIDE

is where the greatest crowding occurs. Follow ride leader's instructions to avoid creating a traffic jam.

WHERE TO RIDE ON THE ROAD

Ride with traffic. If the lane is wide enough to share with cars side by side, then ride 3-4 feet to the right of where they go. If the lane is extra-wide, don't ride at the curb. You are more visible closer to the traffic, and if a car begins a right turn from your left side, you will see it in time to take evasive action.

If the lane is not wide enough to share, then ride near its middle so motorists must use all or part of the next lane when passing you. Don't invite motorists to squeeze by you in a too-narrow lane. Keep clear of roadside hazards: parked car doors, potholes, gravel.

When the lane narrows for any reason, look back well in advance, signal to obtain the cooperation of the driver or cyclist behind you, and then glance back again to make sure the driver or cyclist has made room before you move farther into the lane.

Blind driveways and intersections: glance back, then move farther into the lane to be more visible. Blind right curves: wide lane -- keep well to the right; narrow lane: move to the left of the right lane so drivers behind you will see you soonest. Slow uphill grinds and just past hilltops: keep well to the right until you gain speed and sight distance past the hilltop opens up behind you.

Fast downhill: whenever going as fast or nearly as fast as cars, ride in the middle of the lane. You need more maneuvering room when going fast, and you don't want to be crowded next to a car traveling next to you at the same speed; so also ride in the middle of the lane if cars are going slowly and you keep up with the one ahead of you.

LANE POSITION IN GROUP RIDING

Use lane positions described above. Normally, ride single file. In a very wide lane, it's ok to stagger the single file slightly: first rider on the inside, second outside etc. so you can see farther ahead. But don't overlap your front wheel on the rear wheel of the rider ahead of you!

Pass other cyclists and slow cars on the LEFT ONLY except by prearrangement or if you're making a right turn and they're not. Do not sneak by on the right and force another cyclist farther into the road!!! Check for traffic behind you, move left, and give the warning "on your left" to the cyclist you are passing. Give three feet of clearance: don't pass elbow-to-elbow.

In case another cyclist is passing you, do not swerve even slightly without first looking behind you. Ride predictably in a straight line. When going fast, you keep farther from the right edge so you won't have to swerve left to avoid the road-edge hazards.

When stopping to adjust equipment, fix a flat, etc., ride off the road. Don't come to a stop in the roadway except as a part of intersection maneuvering (see below).

Riding Double File is fun, and reasonable if 1) you are sure there is no traffic behind you; 2) you are on a multilane road with little traffic so cars can easily pass in the next lane, or 3) you are in the narrow right lane of a multilane road, which you'd have to claim anyway: here, your group takes up less room double file.

Be sure to have several seconds' warning of cars behind you when riding double file, so you can pull into a single line without drivers' having to slow and wait for you. Anything less is discourteous, and where the driver can not see you soon enough, dangerous. Do not ride double file on a curvy, hilly road.

It takes only one rider out to the left of a group to annoy motorists and endanger the group, so use peer pressure when necessary. Other riders with rear-view mirrors may reasonably ride double-file more than you. Don't follow their example unless you are sure you can check for overtaking cars yourself. Don't trust your ears, especially not in a headwind.

Riding double file is contrary to Massachusetts traffic law, though unreasonably so. There are only eight states where it is prohibited. It is permitted by the Uniform Vehicle Code, the national standard. Time for legislative action, folks.

Drafting is following closely behind another cyclist to reduce air drag. Do this only with the other cyclist's permission and if you are both smooth riders. Be alert: the following cyclist crashes hard if his or her front wheel touches the leading cyclist's rear wheel -- the front wheel gets steered out from under. Do not overlap wheels.

INTERSECTIONS

Going straight through: keep to the right side of the outside through lane (where the right side of a straight-through car would be) or move farther left to pass right-turning traffic. Do not pull to the right curb or enter a right turn lane or offramp where right-turning traffic will cut you off.

When turning right, keep to the right, but not so far that you are hidden by roadside shrubbery or pushed to the curb by the rear ends of right-turning cars.

Turning left: check for traffic behind you, signal and obtain the cooperation of drivers behind you to move step-by-step to the left side of a left-and-through lane or the right side of a left-turn-only lane. Make each lane change in two steps: one to cross the lane line, the next to cross to the other

side of the lane. A line of cyclists should cross a lane in sequence, first to last, so as not to create a ragged bunch which leaves overtaking motorists no way out. Make a neat, straight single or double line when waiting at a traffic light or stop sign.

Each cyclist must individually look back when changing lane position. The overtaking traffic is behind you, so it's not safe for you to cross a lane just because it's safe for the rider ahead of you.

Do not pass cars waiting at an intersection unless there is an outright traffic jam. It is discourteous and illegal to swarm around cars and block their path.

ObeY traffic signals. CRW rides are not races. Arrows on the road and/or a map let you ride at your own comfortable pace. If the rider ahead of you makes a green light and doesn't wait for you when you get a red, you'd have a more sociable time with someone else anyway.

SIGNALS .

Signal to other riders:

Turns, with hand signals. If you are the leader of a group of riders, signal well in advance so they have time to prepare. Use your right hand for a right-turn signal -- legal in Massachusetts -- not the left-handed "Saturday Night Fever" right turn signal.

Slowing or stopping: best signalled with the voice, "slowing," if you are riding in a tight group.

Glass, pothole, or other road hazard: point to it with a wave of the hand.

Passing: "on your left," as mentioned.

Drafting: "on your wheel." Speak up every half mile or so so the cyclist ahead of you won't forget you're there.

General warning of hazards: "Gravel," "watch that car," "wrong-way rider," etc.

"Car up," "car back" to alert other members of your group and for them to drop back to single file when necessary. Be especially alert when a string of cars is approaching from the front. If one pulls into your lane to pass, "ditch!!!" is the signal to leave the road in a hurry.

Signals to motorists:

Left turn signal or turn of the head: to obtain cooperation so you can cross a lane. Once you're in normal left turn position, your intentions are obvious, and you usually need both hands to brake and turn. Signals are not required when impossible but they are essential so drivers can make room for your lane change.

Slow signal: not for braking, since you brake with your hands. Your stopped pedals are your brake lights. Use a slow signal to indicate to a following driver that it is unsafe to pass.

Right-turn signal: for a lane change to the right, or so drivers in the cross street ahead of you won't wait unnecessarily when you're turning right.

Wave-by: to indicate to a following driver that it is now safe to pass.

LEADER AND TAILGUNNER

The first and last rider have special responsibilities, even in an informal group. The first rider should stay alert to hazards ahead and inform the group; also signal turns. The last rider should make the decisions whether it is safe for an overtaking vehicle to pass the group, signaling with a slow signal or wave-by as appropriate.

HELP OTHER RIDERS

Make first-timers feel welcome. Lend your assistance to riders who have mechanical problems or whose bikes need adjustment to fit them for efficient, comfortable riding. Remember, the first-timer's impression of CRW may be his or her only impression, or it may be the beginning of a life-long enjoyment of cycling. Often enough, it takes only one helping hand to make the difference. If you do something to make cycling suddenly easier and more fun (like raising the saddle to the correct height or fixing the gears so they work right), you have started an upward progression. Which way it goes depends on us.

CRW member John Allen is an Effective Cycling instructor and author of The Complete Book of Bicycle Commuting



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Spoonful of Nutrition

Is Vegetarian the Way to Eat?

by Nancy Clark, M.S., R.D.
Nutritionist, Sports Medicine Resource

Being a nutritionist, I am frequently asked "Are you a vegetarian?". People seem to think that a meatless diet is optimal and that I have undoubtedly eliminated animal proteins from my meals. I am not a vegetarian. However, I try to wisely select healthful protein foods, such as chicken, fish, turkey, as well as beans, lentils, split peas, tofu, and other vegetable sources of protein. I prefer to stay away from fatty steaks, cold cuts, pepperoni, cheese and other foods high in cholesterol and saturated fats. I recognize that, although I am active, I am not immune from heart disease. On occasions, I have been known to eat meats which are on my "limited portions" list, such as at a cook-out when everyone is enjoying hamburgers and hot dogs. Yet, I don't feel guilty for indulging. I recognize that my daily eating patterns - more than the occasional deviations - determine the over-all healthfulness of my diet.

I recommend that you focus your diet on rice, pasta, potato, and other complex carbohydrates, rather than on hefty hamburgers, cheese omelets, and tuna salad loaded with mayonnaise. Carbohydrates are naturally low in fats and cholesterol. They are more healthful for all people - and especially for active people. Carbohydrates - but not proteins - fuel your muscles with glycogen. They are a better energy source.

I have counselled vegetarians who go to extremes to avoid red meats. However, they consume lots of cholesterol-laden eggs, rice casseroles rich with soured cream sauce, and whole wheat bread slathered with butter. They forget that meats are not the only source of fats and cholesterol. If you chose to eat a meatless diet for health reasons, I hope that you are consistent and choose healthful protein foods, such as low-fat milk, yogurt, and cottage cheese; part-skim ricotta and mozzarella; soft margarines made from the recommended oils - corn, safflower, sunflower. Chicken, fish, turkey, and veal are also healthful animal proteins that are very low in fat.

If you are a meat-eater who wants to become vegetarian, I recommend that you gradually change your eating habits to make the transition less traumatic:

- * Have smaller portions of meats, and larger portions of starches and vegetables.
- * Make more casseroles with rice and pasta. Have meatless meals two or three times per week. Steak and burgers will soon feel heavy in your stomach and lose their appeal.
- * Trade in beef, pork, and lamb for chicken, turkey, and fish.
- * Be a creative cook. Plan your menus around hearty soups, interesting salads, and meatless concoctions. You'll soon be eating a wider variety of food - and a wider variety of nutrients.

Try to limit your intake of meats that are fatty, as well as foods that are high in cholesterol. The following list gives you an indication of the cholesterol content in some common foods. The recommended daily maximum intake is 300 milligrams.

fish, chicken, turkey	60 mg/3½ ounces
beef, pork, lamb	70
cheddar cheese	105
egg	250 /1 med.
calf liver	440

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

Right Turn



Left Turn



Stop



The use of hand signals is extremely important for the safety of a cyclist. Few responsible bikers will disagree with this premise, but do they work? It is my considered opinion as an experienced cyclist who logs well over a thousand miles a month on a bicycle, that these signals do not work. I've given this subject a great deal of thought, and I've come to the conclusion that motorists either do not heed these hand signals, or do not understand them. I believe both are true. Let's face it, the majority of motorists understand and obey electrical signals of automobile directional lights. I'm not a betting man, but I would be willing to make a heavy wager that if a poll were taken among license motorists of many years driving, few would be familiar with some of the regulation hand signals. Let's analyze these hand signals for a moment. The only one that really makes any sense to me, is the left turn. You're actually pointing in the direction you wish to go. I find the right turn signal to be very ineffective. I use what I call a more positive and fool proof signal, I point in the right direction with my right hand. It's obvious a motorist can't give such a hand signal, but it's been my experience, that they understand my right signal much better. I use the stop signal only when my rear view mirror tells me that another cyclist or car is behind me. When you are riding in traffic along side automobiles, a motorist could care less if you make a stop, as long as you are in your own lane. I'm often frustrated when giving a left turn signal as I approach an inter-

section, and see my signal go unheeded. On occasions, I've used an unorthodox left turn signal; I extend my arm straight up with palm facing traffic. This is actually a traffic officer's stop signal, and I find that it really works for the cyclist.

They say necessity is the mother of invention. So when my life depends on such signals, I will use any method that I find will work. My hand signals are based on common sense. I think it's high time that the authorities recognize a set of road hand signals for the cyclist, that motorists recognize and obey, not some hand signals that were designed many years ago just for other motorists. I would like to hear from other cyclists on this subject. It's really a matter of life and death at times for us on bicycles.

Years ago, long before I got into biking, I would often wonder about such traffic signs which read, "Cyclists Beware of RR Tracks"! It never bothered my car as I drove over them. So why all the fuss? Obviously, I had never experienced riding over them on a bicycle. Time and experience has now satisfied my curiosity. Today, I have a healthy respect for all railroad tracks. There's something about wet steel and rubber tires that doesn't mix. Of course common sense tells us that if we don't cross railroad tracks at right angles, our wheels will be trapped in-between the rails. However, the road is not always at right angles to these infamous tracks. I've crossed wet rails many times with a great deal of apprehension. I've taken falls on wet, snow covered and icy rails several times. The speed factor didn't seem to matter. My spills occurred both at high speed and at a very slow rolling speed. The angle is the critical factor. Just a few degrees from 90°, and you could be flat on your back from wet rails. The safest way to cross wet tracks, is to dismount and walk ac-

(Continued on Page 11)

Notices

CRW Century Ride -- Volunteers Needed

Once again it's CRW Century time. Volunteers are needed to help with arrowing, pre-registration, checking people in at the end (in shifts), and driving the sag wagon. If you've never helped before, come on out and give it a whirl. Call Sue Genser at 782-6485.

Change of Address/Renewals

Rosalie Blum, Membership Coordinator, has the following requests:
 --When you change your address, let her know ASAP so she can tell the LAW, but more importantly, so she can change it when the Wheelpeople is mailed. The post office may not forward 3rd class circulars, which is how the Wheelpeople is mailed. So be sure to have your current address to insure prompt delivery of the bulletin each month.
 --When renewing please copy down your LAW membership number (first group of eight numbers and letters on your American Wheelmen mailing label) onto your renewal form. This will help process your renewal better.

TOSRV-EAST '83

The Tour Of Scenic Rural Vermont '83 will be the last weekend in June 1983. It is 212 miles over two days (Saturday & Sunday) on Route 100 in Vermont--Rawsonville to Waterbury Center and return crossing three "geographical barriers" each day. The limit is 80 cyclists, 48 were signed up as of August 7th. The information is already out in the AYH newsletter, so if you want to come you'd better get cracking. If you are not sure whether you will have the last weekend in June free or whether you will be in the appropriate physical shape, you have until June first to receive a full refund. The fee is \$25.00 with a self-stamped,

addressed envelope made out to TOSRV-EAST '83 mailed to: Dot Rostron, 737 School St., Lowell, MA. For more information you can call Jacek 'Rudy' Rudowski at 361-5273 evenings.

2nd Annual Columbus Day Weekend Foliage Trip

This trip is still in the planning stage. The Granite State Wheelmen are being contacted about joining them for their rides and a post-ride feast. If interested, leave a message with John Allen, 783-1558, and he will send information as soon as plans are definite.

Old Bicycling Magazine issues available

John Allen has extra copies of Bicycling Magazine from the past several months to give away. Give him a call, 783-1558, and come by and pick them up.

Jacek "Rudy" Rudowski, CRW Information Coordinator, is moving September first. His new address and phone are: 1 Belnap Road, Hyde Park, MA 02136, (617) 361-5273.



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BICYCLES & MOPEDS

(Continued from Page 9)

ross. But I'm too lazy and stubborn to do something this simple. There's an element of challenge in it for me. Of course, if you fail, it can cost you. Besides a few lumps and bruises, your bike could suffer damage, especially if you fall on the derailleur side. Railroad tracks don't necessarily have to be wet to cause damage to your machine. I once ran over some raised rails at high speed and dented my wheel rim which later resulted in a tire blow out. Avoid future railroad track grief by developing a healthy respect for the rails.

For Sale

For Sale: Pacer 1000 unused and in perfect condition. \$105.00. Call Rudy at 361-5273 evenings.

For Sale: Brand new Fuji touring 150 no-wax cross country skis, 200 cm. length. \$45.00. Call Rudy at 361-5273 evenings.

For Sale: "Protector" roof style bike rack. Holds 1-4 bikes safely. Just like Sam Johnson's, so it must be good!! \$65.00. Haryl Pascal at 232-5227.

The Charles River Wheelmen

The purpose of the Charles River Wheelmen is the enjoyment and advancement of bicycling and related healthful activities. We try to fulfill our purpose through the sponsorship of rides and other social gatherings, through publicity of the benefits of cycling, through cooperation with other organizations (notably the League of American Wheelmen and the American Youth Hostels), through encouragement of favorable actions by the bicycling industry and by government, through education of the bicycling community and general public, and through other suitable means.

We are perhaps best known for our year-round rides program. Our regular season goes from early Spring to late Fall; it includes Sunday rides that have at least two differently-paced routes. Leaders stay in the rear to assist new riders and insure that nobody gets left behind. The routes are arrowed in advance by the leaders, and sometimes maps are given out. Sunday rides usually meet at a common lunch stop to facilitate social interaction (swapping advice, tall tales, sandwiches, and brake cables). Our Winter Frostbite Rides are more informal; the pace and routes are mutually decided by the hardy bunch that shows up to brave the elements. We also sponsor at least one Century (100-mile ride) each year and award patches to those who complete 25, 50, or 100 miles.

Riding with a group is different than riding alone. It is imperative that you obey all traffic laws, especially stopping for red lights and stop signs and signalling when turning. You should always carry a pump, a small patch kit, and wrench and screwdriver, a map, and most importantly, the knowledge of how to use them. Often, others in the CRW will stop to assist you if you have a flat or a minor

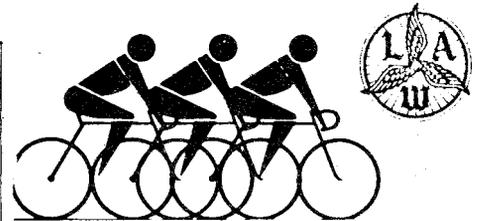
adjustment, but you should be prepared just the same. The CRW is a volunteer group. We cannot and will not take responsibility for problems or injuries that may arise due to road hazards, improper traffic maneuvers, bad weather, chasing dogs, improperly maintained equipment or that hot pastrami sandwich you had for lunch. But we will take credit if you meet a new friend, discover a new route, learn a tip from an old-timer, see the ocean at sunrise, ride your first Century, meet your future spouse, or discover the bicycle of your dreams in our classified ads. May the wind always be at your back!

OFFICERS AND COORDINATORS

President - Sam Johnson	655-8774
Vice-President - Jill Eiseman	641-1066
V.P. of Rides - Debra Glassman	489-3141
Membership - Rosalie Blum	272-7785
Information - Jacek Rudowski	361-5273
Editor - Jeffery A. Luxenberg	254-3318
Assistant Editor - Sue Cavalli	782-6564
Circulation Editor - Rosalie Blum	272-7785
Advertising Editor - Walt Mc Neil	325-8229
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Mileage Coordinator - Ed Trumbull	332-8546
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Safety - Bill Risinger	321-7623
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Winter Rides - Walter McNeil	325-8229

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Jill Eiseman	Mark Lamkin
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Sam Johnson	



CRW APPLICATION/RELEASE FORM

CRW membership includes membership in the League of American Wheelmen. Do NOT mail your LAW dues separately to LAW. Ignore renewal notices from LAW. If renewing, please include your LAW number (on your LAW Bulletin label).

NAME _____

ADDRESS _____

PHONE _____ LAW # _____
(if renewal)

I acknowledge that bicycling has an inherent risk of bodily harm, and I agree to assume those risks. I release and hold harmless, the Charles River Wheelmen, its officers and participants. I am at least 16 years old.

SIGNATURE _____

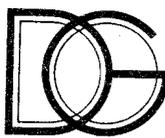
PARENT SIGNATURE _____
(if under 18)
DATE _____

TOTAL ENCLOSED
Dues: \$20 individual, \$26 household,
\$30 sustaining membership

MAIL TO: Rosalie Blum
11 Humbolt Avenue
Burlington, MA 01803

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.
 Brighton, MA 02135



ENTERPRISES

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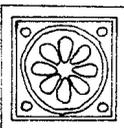
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Bike Shop Discounts

CRW membership entitles you to various discounts in the following shops:

- Ace Wheelworks, 2044 Mass. Ave., Cambridge 876-8200
- Belmont Wheelworks, 480 Trapello Road, Belmont 489-3577
- The Bicycle Exchange, 3 Bow Street, Cambridge 864-1300
- The Bicycle Workshop, 233 Mass Ave., Cambridge 876-6555
- Chelmsford Cyclery, 210 Boston Rd- Rt 4 Chelmsford 256-1528
- The Cycle Loft, 1644 Mass. Ave., Lexington 862-7048
- Family Bicycle Center, 149A Belgrade Rosindale 323-9720
- Harris Cyclery, 1249 Washington St., West Newton 244-1040
- International Bicycle Center, 70 Brighton Ave., Allston 783-5804
- Laughing Alley Bicycle Shop, 51 Harvard Ave., Allston 783-5832
- Lincoln Guide Service, Lincoln Rd., Lincoln 259-9204
- Mystic Valley Wheelworks, 889 Main St., Winchester 729-0425
- Northeast Bicycles, 102 Broadway (Route 1), Saugus 233-2664

THIS SPACE AVAILABLE
 CONTACT WALTER McNEIL
 FOR AD INFORMATION

The Charles River Wheelmen
 3 Bow Street
 Cambridge, MA 02138

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