



WHEEL PEOPLE

Charles River Wheelmen

Volume XII

Number 2

February, 1983

1982 Mileage Summary

The following list includes everyone who sent me their mileage at any time during 1982 regardless of how often they reported. It is all part of the very commendable 344,961 for the year. And I think that was a real good show. Congratulations to each and all.

Maybe we will make the 500,000 mile mark in 1983?!

- Ed Trumbull

The Top Ten

Name	Ranking		Mileage		Percent Change
	1982	1981	1982	1981	
John Latva	1	1	15,856	20,016	-21%
Joe Cormier	2	2	14,220	13,459	+ 6%
Jerry Campbell	3	4	11,546	11,525	0%
Don Blake	4	8	10,919	7,150	+53%
Ed Trumbull	5	5	10,214	10,068	+ 1%
Ned Weld	6	NR	9,481	--	--
Peter Reagan	7	3	8,300	12,025	-31%
Emile Bielawa	8	NR	8,191	5,261	+56%
Osman Isvan	9	NR	7,659	5,436	+41%
Elaine Braun-Keller	10	NR	7,498	--	--

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Seattle this Summer

by Anita Brewer

To the east of the city runs a wide 20-mile bikepath in immaculate condition winding along a green lakefront. To the west lie dozens of pinecovered islands connected by ferries that welcome bicyclists. In the city itself, where buildings are not high or densely crowded, there are lakes, parks, wide boulevards, bike trails, excellent restaurants and truly friendly residents.

From the President...

It was with great joy that I got on my bike today and rode a big 11 miles. I was determined to qualify for the New Year's patch. I'm not much on patches, but I really dig the little bell and the slogan "Ring in the New Year".

Now that I must be in shape (cough, wheeze), I feel brave enough to try a winter ride tomorrow. Rumor has it that they're quite a success this year, with acceptable weather, friendly atmosphere, and a more relaxed pace than our arrowed rides tend to be.

As an added incentive, Dick and I are holding a pancake breakfast February 13 from 8:30-9:45 - open to all - whether or not you're partaking in the Sunday ride -- no matter what the weather. We're located about 1 1/2 miles West of the starting point of the ride (Arlington Town Hall).

Hope to see many of you then!

Jill M. Eiseman

P.S. The ride had at least 20 people in 15° weather. We were crazy and cold, but had a great time.

All this and more will be the scene at GEAR West next July 28 to August 1 in Seattle, Washington. During last October I visited Josh Lehman, LAW district rep and an organizer of GEAR, on a bicycling vacation. We rode some of the planned routes, circled the accommodations, and refueled at several excellent restaurants in the city's international district.

Intimate knowledge of a place and its secret ways is a gift. GEAR organizers, mostly members of the Cascade Bicycle Club, plan to be very generous. For five days before and after the event, optional pre- and post-rally rides are scheduled. Among the places to visit are: orchards and farms on the Puget Sound islands; an intricate waterfront which threads across the city, with thousands of houseboats, fishing vessels, and pleasure craft; and view, that nothing in Boston can imitate.

On a clear day -- and the July dates chosen are statistically the most likely to be sunny -- you can see the Olympic Mountains to the west, Mt. Baker to the north, the Cascades to the east, and the extraordinary mirage, Mt. Ranier, above all else to the south.

Go to GEAR West. Go to LAW riders from the West Coast who don't ordinarily come to our eastern events. Go so that later you can return more confident on your own to see the San Juan Islands, British Columbia, and the Oregon Coast. Go because you need to get out of Boston in late July. Go because the GEAR folks may work out special fares with a major airline for your benefit.

Accommodations are situated on a lake just north of the city center abutting a major bikepath.

Look for more information in the January Wheelmen magazine, or write to: GEAR West, PO Box 12774, Seattle, WA 98111. And have a great trip.

Do it Yourself

Send material to:

Susan Cavalli
 Editor, CRW Wheelpeople
 177 Florence Street
 Chestnut Hill, MA 02167
 969-3864



DULLING CUT CABLE ENDS

The usual ways to keep cut cable ends from unraveling have been to slip on plastic caps or crimp on metal caps, and soldering. I've never been good at soldering; you have to be very neat if you want to pull the cable out through the stops and housing after you have soldered the end. The method I use is simple for anyone.

Before putting the cable through the housing, grease it. ("Lubriplate" works well for this purpose). After you have connected the cable to the brake or derailleur, cut off any excess longer than two inches from where the cable is clamped. Burn the grease off the last inch of cable with a match. Be careful to keep the flame away from any parts of the bike, bending the cable away from the bike with a pair of needle nose pliers works well.

For the next stage the cable must be pointing almost straight down. For front derailleurs I hang the bike upside down from the ceiling. Do not turn it upside down and rest it with the bars on the floor. Many otherwise "experienced" cyclists do this; if you have dropped bars, you will kink the cable and housing where it enters the brake lever. Another way to handle the front derailleur is to release the cable from the front derailleur--do not remove it from the housing--and point it downward. For some rear derailleurs, you may have to perform a similar operation. Brake cables usually point close enough to "down" to cause no problems.

After the cable has cooled and is pointing down, apply a few drops of a cyanoacrylic cement to the cable about half an inch from the cable end. Hold a tissue away from but under the end of the cable the first few times you do this. Cyanoacrylic cements are all derivatives of Eastman 910.

Crazy Glue is one commonly available type. Do not buy the pencil type dispenser as it is unsuitable for this purpose. If you use the cement sparingly (it must run down to the end of the cable), you will still be able to pull the cable out through the stops and housing. If you glob cement on the cable, a tear drop will form at the cable end. This is good protection from the cable's usually sharp end.

When you want to remove the cable later you can scrape off the excess cement with a sharp knife (i.e., a Stanley or X-acto) or you can burn off all the cement with a match.

- Jacek "Rudy" Rudowski

Continued on Page 11



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Coffee: A stimulating topic

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

"I've stopped using butter. I rarely indulge in gooey desserts. I don't eat meat. I'm trying to improve my hit-or-miss diet. But I just can't give up my morning cup of coffee!" confessed runner Ted Parsons. He felt proud of all the positive nutritional improvements he'd made. But he felt guilty about the coffee habit he couldn't seem to kick.

"How bad is coffee?" he cautiously asked, expecting to be bombarded with facts and figures implicating caffeine with increased risks of cancer, heart disease, high blood pressure, ulcers, etc., etc..

"Coffee, in moderation, is not as bad as you may think." I assured him. To date, thousands of research studies have tried to link coffee to health risks. The only confirmed problem, to date, is with coffee drinkers who smoke cigarettes. They have a significantly higher incidence of heart attacks. Two other groups who should abstain from caffeine are:

1. Ulcer patients and others prone to stomach distress. Caffeine stimulates gastric secretions and leads to "coffee stomach".
2. Pregnant/nursing women. Caffeine readily crosses the placenta and stimulates the unborn infant. Caffeine also crosses into breast milk. No wonder many babies seem agitated and sleep poorly!

You may enjoy guilt-free one or two cups of coffee...but if you frequently have the jitters, that's another story. Too much caffeine may make you nervous and irritable; keep you running to the bathroom; interfere with your sleep. The habits associated with coffee - rather than the drink itself - are the unhealthful culprits. You should feel guilty if you drink coffee instead of eat a good breakfast; if you load up the coffee with cream and sugar - empty calories; if you rely on coffee instead of sleep to keep you alert. These stresses are more health-harmful than the caffeine.

Many athletes enjoy coffee for a pre-exercise "perk me up". The caffeine tends to enhance athletic endurance as well as make the exercise seem easier. Research studies by exercise physiologist Dr. David Costill indicated that runners who had caffeine (equivalent to two cups of coffee) one hour prior to exercise ran for 15 minutes longer than when they exercised to exhaustion without caffeine. In a second study, the subjects were asked to cycle as hard as they could for two hours on a special bike that recorded the amount of energy they expended. They worked 7% harder when they had the caffeine, yet perceived the effort as being the same.

It's important that you recognize that each person has a different reaction to caffeine. Whereas one runner may find it helps him, another runner may find it gives him diarrhea and contributes to "coffee stomach". One sip may give one person the jitters, whereas three mugsfuls may barely perk up another. In general, I recommend that you reduce your coffee intake to 0-3 cups per day. Although it may not be harmful, it is not beneficial, other than its pleasurable psychological value. More healthful alternatives include herbal tea, Postum, broth (preferably low salt types), mulled cider, and hot cranberry juice.

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



HILLYPHOBIA

The slightest mention of hills will usually bring groans and complaints from some bicyclists. And then there is the experienced ride leader who tells a group of anxious Sunday riders that there's just a couple of little hills on the ride today. Moderately rolling hills may sound like a push over to some people, but to others, it can be down right agony. Let's examine this fear of hills or as I call it ...Hillyphobia.

Gearing is an important factor if you plan on doing some hill climbing. That third small crank gear we see on some new touring bicycles has a very useful function. Some are geared in such a way that it makes some bikes a virtual mountain goat. As long as you pedal in the northeastern part of this country, you'd better be ready to climb some hills. Some of the most breathtaking scenery that I've ever seen are places that have many hills.

At one time, I shuddered at the sight of a hill. Today, I don't exactly seek them out, but on the other hand, I really don't mind them that much. They take the boredom out of some long trips. Body conditioning is the real secret in conquering this phobia. This is accomplished by doing lots and lots of biking. To be in condition for the proper sport always reminds me of an incident which took place years ago in my youth.

While stationed in the Midwest one autumn, several of my buddies and I decided to go deer hunting with bow and arrow. We trotted down to the nearest sporting goods store and, in vain, tried to pull the string on a fifty-five pound bow. We immediately started doing push ups for a week. As I recall, this crash course of push ups was not enough to meet the necessary requirements, and the bow and arrow hunt never took place. So you're new to biking or you're just an occasional biker, don't expect to zip up those hills with ease.

There are several techniques which may help you up the long grades. Make sure that you gear down to the smallest crank gear just before you start up a steep grade. Once you start climbing, the torque is often too great to shift. If you're a light person like myself, you may find it necessary to stand on the pedals for that extra power. Make sure you keep the front wheel straight and use the leverage of your arms as you pull and push against the brake mounts with your hands. This technique is often used by professional racers as they seem to glide up hills with ease. It will take longer than a week, but with lots of practice, you may find that one day, you will have lost your Hillyphobia.

MARATHON SPORTS



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All Frostbite Rides now have a store or restaurant nearby where one can obtain hot beverages and warm up while waiting for the ride to begin.

FEBRUARY 6, SUNDAY 10:30 AM

Starting point: Natick Center, at the intersection of Routes 135 and 27.

.....

FEBRUARY 13, SUNDAY 10:30 AM
"Pancake Breakfast Ride"

Starting point: Arlington Center (Town Hall) at Massachusetts Avenue and Route 60.

.....

Breakfast will be served at Chez Eiseman and Lewis from 8:30 A.M. to 10:30 A.M. The ride after is encouraged but not required. You may want to park near the start of the ride and bike up! From Arlington Town Hall go west on Mass. Ave. for 1 1/4 miles -- past Stop and Shop and Jimmy's Steer House. At curve in the road, turn right onto Forest Street. Turn right at the fork (1/4 mile) on Summer Street.



At light at the entrance of the sports complex shift down, turn left onto Overlook, and head UP the steep, short hill. At the fork (20 feet up), bear right onto Ronald Road. We are at 31 Ronald Road, the second blue house on the right.

.....

FEBRUARY 20, SUNDAY 10:30 AM

Starting point: Newton Center at the intersection of Beacon and Center Streets.

.....

FEBRUARY 27, SUNDAY 10:30 AM

Starting point: Medfield Common across from Friendly's at the intersection of Route 109 and 27.

.....

MARCH 6, SUNDAY 10:30 AM

Starting point: Concord Common.

Meetings, and Other Events

FEBRUARY 1, 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.

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Notices

CRW RIDE LEADER GUIDELINE REVAMPED

Thanks to the team efforts of over a dozen people, CRW now has a new set of "helpful hints" for ride leaders and co-leaders. The new Guidelines are very detailed and yet quite succinct. We believe they will contribute to the enjoyment of ride leaders and riders alike.

For your very own copy, merely call Patty Kirkpatrick (648-4669) or Mark Lamkin (877-4489) and sign on as a ride leader for the 1983 season. It's easy and it's fun!

Classified Help

SWF seeks CRW enthusiast to graphically assist with the production of an exclusive newsletter. No experience necessary, will train, hours flexible, commitment required. If interested contact Sue at 969-3864.

ADVERTISING ASSISTANT NEEDED

The Assistant Advertising Editor would help Walter McNeil contact bicycle shops in the area for ads to be listed in the Wheelpeople and for club discounts. Ads may be set up or renewed by phone once the job is organized. If interested, contact Walter McNeil at 329-1586.

FLORIDA IN APRIL

Sentinel Safari IV, a 410-mile bike ride from greater Orlando to the Florida-Georgia border promises five days of biking, sightseeing and tubing down a Florida stream for less than \$100. If you're interested in the April 4-9 event, contact Sentinel Safari, P.O. Box 1100, Orlando, FL 32802 for a brochure.

Ride Calendar 1983

We wish to thank all CRW members who have volunteered to lead rides for the upcoming year. However, RIDE LEADERS ARE STILL NEEDED for rides in the early spring, late fall, and holiday weekends. We also encourage members to lead more informal Saturday rides or to offer their homes for post-ride get-togethers. Please contact Patty Kirkpatrick (648-4669) or Mark Lamkin (877-4489) to offer your services.

The following days are open:

March 27	September 4
April 3	October 9
May 8	October 30
May 29	November 6
July 3	November 13
	November 20

Winter Meetings

We desperately need a school room or other room for winter meetings. Only three or four meetings (at the most) will be held. Maximum capacity expected is 50 people. Please contact Jill Eiseman at 641-1066.

Editor's Mailbox

GOODBYE FROM HARYL

Dear CRW friends:

It is not easy to write a letter of goodbye. As I start to type a sentence, a whole group of memories gush in and I sit back in my chair and I reminisce away fifteen minutes. Vineyard rides, and centuries, the omnipresent duck pond feeding area and the constant "OK?" as I sit there and look at a flat. The bike advice, solicited or not and an introduction to roads that I never knew existed where rolling along can take one out of touch with the world, if just for a moment. The comraderie and sense of oneness will never be forgotten.

I am moving to California on January 5, 1983 because my company feels a promotion will do me some good. I've been a Northeasterner all my life so moving to an area (45 miles south of San Francisco) where there are only two seasons, summer and autumn, (think of all the nice weather riding) is quite a change for me. However, as soon as I get settled, I will hit the local bike shops and locate the west coast version of the Charles River Wheelmen and then I will know my journey has ended.

My new address is:

135 Riviera Drive #514
Los Gatos, CA 95030
(408) 354-1221

If you should ever go west, please call and we can share some time.

Fondly,

Haryl S. Pascal

SKINNY BLACK "BIKEE" PANTS

Dear CRW Members:

I would like to provide a partial reply to Lark McGuire's question about those skinny black "Bikee" pants (December '82 Wheelpople). I don't know who first designed cycling shorts, but I do know they are designed for comfort, not looks.

Many people who ride bicycles wear running shorts or cut-off jeans, and some suffer severe discomfort as a result. Some cyclists who wear running shorts find they do not protect the inside of the thighs from rubbing against the saddle. Those who wear cut-off jeans may experience chafing from the bulky seams that come together at the crotch.

Cycling shorts overcome both these problems. They are cut long to protect the inside of the thighs, and while the seams still come together in the crotch, they are flat. The crotch in cycling shorts is lined with chamois (terry cloth in some brands). The shorts are designed to be worn without underwear., hence the chamois. Some cyclists who do wear underwear under their shorts usually wear women's underwear, which usually does not have the big lumpy seams that men's underwear has. Cycling shorts are also cut high in the back, because of the 'bent over' riding position.

I bought my first derailleur equipped bicycle in 1967, I started taking longer rides (like 30 miles) in 1968. In 1973 I joined the CRW. All this time I wore cut-off jeans, with no discomfort. In 1979, I even did a triple century in cut-offs! In the fall of 1980, I took the Effective Cycling course and immediately afterward started buying cycling clothes. I didn't need the comfort of the cycling shorts, but I had a lot of pairs of raggedy jeans with wornout bottoms. Besides, I wanted to look like a cyclist. The first time I pulled on tights (since I bought tights before cycling shorts) without underwear, it felt obscene. Now, wearing cycling shorts and tights next to my skin, feels completely natural. Also, hands down, these are the most comfortable 'pants' I own.

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Continued from Page 8

Lark, you said you struggled thru a century. You did not state if you had a problem with whatever you wore as 'pants'. Perhaps, you are one of the lucky ones who does not need cycling shorts, so you won't have to resort to a paper bag.

A few years ago some companies offered (and I assume they still offer) cycling shorts that look like hiking shorts. So those of you who do not like the look of cycling shorts have a way out. Just one thing, I have yet to see these pseudo-hiking shorts in black, which is probably an inappropriate color for hiking shorts anyway. If you use a leather saddle, you will end up with a black bottom, and that is why those skinny "Bikee" pants are

black. Also, now that cold weather is here, cycling clothes are the warmest clothing I have found for winter riding, and they provide complete freedom of motion.

- Rudy
Member - CRW, NVP,
and LAW

A "SHORT" STORY

While we're on THE subject of shorts, I thought I'd include a story sent in by John Likins. If you haven't noticed, THIS month's Editor's mailbox has expanded. Commendable efforts on the letters. Keep up the good work, it's good to hear from you.

- Sue Conalli

Suit Against Shorts

- From Winged Wheel: The History of the First Hundred Years of the Cyclists' Touring Club, William Oakley, 1977.

Meanwhile the Club had become involved in litigation with J. Cecil Paget Ltd, who had been advertising in the Gazette for about twenty years on an annual contract renewable every October.

The case concerned a pair of shorts that a member had bought through a retailer who had sent them back to Paget's for repair or replacement. They had only been worn on a ride of sixty miles when the nap came off in places and the seat patch was fraying at the edges. Paget's maintained the shorts were absolutely perfect when despatched and the rider must have subjected them to unreasonable strain and unfair usage. They returned them to the retailer.

The member then referred the matter to Headquarters, who returned the shorts to Paget's with a letter detailing the reasons for complaint and asking for replacement. They denied responsibility, but as a gesture were willing to supply a new pair at a specially reduced price without prejudice.

The matter was then considered by the Editor, R.C. Shaw, who brought it to the Finance Committee for decision, with the result that on July 11, 1950 Paget's were informed that they would not be offered advertising space in the CTC Gazette.

Paget's then started legal proceedings against the Club, alleging that its refusal of advertisements for the months of September and October, 1950 constituted a breach of contract. The case was tried in the King's Bench Division on January 28-30th, 1952 by Mr. Justice Pilcher. It became a cause célèbre.

Judgement was given for the plaintiffs who were awarded 100 Pounds damages and costs. In his Lordship's view, the Club had only been entitled to wait for plaintiff's next advertisement and then say they could not approve references to velvet cord shorts...

Continued from Page 1

Mileage 1982

	<u>Top 5 Members</u>	<u>Top 10 Members</u>	<u>Total Club Members</u>
Mileage 1982	62,755	103,884	344,961
Mileage 1981	66,611	105,235	301,051
Percent Change	-6%	-1%	+15%

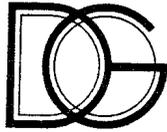
All the Others:

John Vanderpool	7411	Peter Van Etten	1842
Lee Howard	7286	Glen Coffman	1822
Greg Lenhard	6763	Linda Harvey	1809
Bob Fisher	6492	Dick Howe	1746
Dick Buck	6403	Chris Lucas	1717
Bob Harvey	5766	Lee Andre	1636
Doug MacDonald	5619	George Caplan	1587
Paul Foley	5492	Greg Smith	1555
Richard Levine	5250	Earl Forman	1531
Greg Canty	5024	John Kane	1506
Karen Lease	4986	Mark Leonard	1489
Nancy Tichanuk	4764	John Imbrie	1447
Jeff Luxenberg	4723	Eva Casey	1418
Jacek "Rudy" Rudowski	4700	Jack Kagan	1347
John Gregory	4676	Andy Weiner	1324
Pat Sommers	4639	Ann Fritz	1271
Walter McNeil	4557	Haryl Pascal	1232
Pete Moss	4447	H. Stratton Simth III	1212
Ed Hutchinson	4297	Mike Normile	1200
Scott Turner	4160	Curt Audin	1170
Bruce Wisentanner	4115	Richard Willis	1147
Dick Lewis	4114	Dave Gotthelf	1142
Roger Kay	3965	Dave Brahmer	1012
Mike Hanauer	3865	Carol Tesiero	1012
Dave Taylor	3841	Mike Simon	925
Francie Sparks	3804	Charles Hyde	877
Mark Remaly	3783	Mike Dunn	868
Joan McNeil	3511	Sue Cavalli	800
Debbie Luxenberg	3466	Len Keightley	799
Mark Altman	3360	Howard Moore	791
Eliot Specht	3342	Larry Buthmann	778
George Pawle	3334	Butck Black	711
Barry Fricks	3250	Cathy Buckley	619
Jill Eiseman	3163	Cutler West	615
Jim Broughton	3109	Rosalie Blum	559
Gail Taylor	2874	John Springfield	517
Bill Sweetser	2841	Sam Hull	517
Mark Becker	2827	Mark Roseman	516
Paul Bowser	2699	Lynn Adler	508
Bill McGrath	2640	Birdie Ellsmore	410
Ron Messier	2517	Martha Creedon	360
Harry Nicoll	2472	Eliott Morra	356
Mark Hanna	2431	Barbara Audin	338
Bill Rapala	2461	George Cusack	260
Ann Marie Altman	2364	Patty Kirkpatrick	144
Dave Allen	2200	Maria Hurley	72
Greg Bakos	1946		
Sam Johnson	1859	Grand Total	<u>344,961</u>

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:

Susan Cavalli
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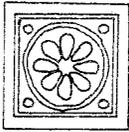
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Bike Shop Discounts

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

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