

# Wheel People

Newsletter Of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXII, Number 2 - February, 1998

## Ride Leaders Needed

Although there may be snow on the ground, it's time to think about the regular ride season that starts in April when it will be warm and sunny. We have several open dates needing ride leaders. The dates are April 4, 5, 11, 12, 18, and May 3, 9, 10, 16, 23, and 30. Please contact Barry Nelson at 617-964-5727 or BarryNelson@alum.MIT.edu to volunteer to lead a ride.

## So You Want To Be in Sales?

Here is your chance to break into the world of sales. CRW needs a volunteer for the WheelPeople advertising coordinator. For more information, call Tom Lynch at (508) 877-2238 or by email at: tlynch@lhs.com

## The Rating Game

by Ken Hallow

In the November issue of WheelPeople, we read Jack's article describing the state of condition of his mountain bike. The hilarious part was that all of this has probably happened to him. After all, how many people do you know who can ride a bike with a broken derailleur pulley? It is probably easy, especially if the pulley breaks and fall off, then the chain will just roll over the bolt. A bit noisy, but at least it will get you somewhere. Now, we all know Jack's motto is to, "ride it until it breaks then ride it home or to the nearest fix-it shop," which may or may not be a bike shop. This depends on the size wrench needed to "fix" the problem.

I read this article on Saturday night, when we had 2 inches of rain that day so riding was at best disgusting. Sunday morning, however, dawned nice and bright with the threat of rain in the afternoon. So, the phone calls started at 8:00 and by 9:00 a small group of us started off on a ride of some mileage or other into Hallow Country. The leaves were so thick, riding on the side of the road was out of the question. It was bad enough that one side of the leaves were Teflon coated, the other side was silicone coated. Well, you get the picture. This was not going to be a fast day. When we got to Berlin, and thought about extending the ride to Northboro, the skies told us we were not too smart so we listened to the rain Gods and headed toward home. Smart move. When we came into Concord the rain started and it was not a drizzle. So we got wet.

So what? Well, when I got home I hosed off the bike, even in the rain. Then I dried

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## Tasting and Cycling France Along Its Rivers

by Arthur J. Weitzman

Between Paris and the Mediterranean flow two immense rivers, the Loire and the Rhone. Most travelers seeking the sun-drenched coast of Provence or the Cote d'Azur barely notice these waterways while peering out of the windows of the bullet trains heading south. My wife and I, two experienced cyclotourists, decided this past summer to take the slow route on two wheels with our legs as engines pulling us to what Keats called a beaker of warmth south.

Starting out one fine June morning from Orly Airport— after six hours in a 747— we headed south on the first leg of the journey negotiating Paris's suburbs. By the next day, the wheels of our Cannondale tourers rolled through a landscape of meadows, cows and uncrowded rural lanes. Jet lag was a problem initially but by traveling leisurely and going to bed early, our body clocks soon adjusted to the new time zone and rhythms of backwoods France. June is probably the best month to capture France at

school and work. Daylight lasts until 10 PM, and few people are vacationing leaving the roads and hotels relatively unclogged.

The first two nights we spent in roadside inns, like the charming Le Cle d'Or (golden key) in touristy Barbizon famous for its nineteenth-century school of open air painting. But the third night stop-over, we found a chambre d'hote, part of a unique system in France of rural B&Bs, not only serving breakfast with room but often supper as well. While some cyclists prefer camping, lugging along sleeping bags, tents, cooking equipment,

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## Editorial Policy



We welcome contributions to this newsletter, but reserve the right to edit articles in any way that we deem appropriate.

We will make every effort to preserve both the style and intent of the author, but we may rewrite an article to fit available space, to clarify ambiguities in the text, and to correct factual errors.

Articles and other materials which appear in *WheelPeople*, unless specifically identified as editorial policy, represent the opinion of the author, and do not represent the opinions of the editors, coordinators, officers, or board of directors of The Charles River Wheelmen, Inc.



## How To Send Us Your Article

Articles and letters must be received by the 5th of the month to be included in the next issue of *WheelPeople*.

Mail handwritten or typewritten documents or articles on floppy disk to Jack Donohue, 26 Fox Run Road, Bedford, MA 01730. *Note: floppy disks will not be returned.*

Documents produced on computer may be sent electronically via Internet to Jack at JDONOHUE@world.std.com. Your document must be in "text" mode.

## Insurance

If ride leaders or others have questions about insurance, contact Don Blake at (781) 275-7878. Please do not contact the insurance company.

## Advertising Rates

Half Page	\$65.00	Third Page	\$45.00
Quarter Page	\$35.00	Eighth Page	\$20.00

The Charles River Wheelmen is a group of active adult bicyclists which sponsors a year-round program to promote the enjoyment of cycling. During the regular season - early Spring to late Fall - at least two ride loops are available every Sunday, designed to be ridden at your own pace. The routes are arrowed in advance and the leaders stay in the rear to ensure that nobody is left behind. Our Winter rides program, The Second Season, is more informal; the route and pace are decided by those who show up. We also hold social events and related activities.

CRW is an LAB 100% affiliated club, so our dues include membership in the League Of American Bicyclists. Members receive *Bicycle USA*, the LAB magazine, as well as *WheelPeople*, the Club's newsletter. CRW is also an associated club of the Adventure Cycling Association. Address correspondence to:

**The Charles River Wheelmen - 19 Chase Avenue - West Newton, MA 02165**

### Officers And Coordinators

President	Tom Lynch	(508) 877-2238
Vice-President	Jack Donohue	(781) 275-3991
Secretary	Larissa Hordynsky	(617) 527-5620
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Mileage	Edson Trumbull	(617) 332-8546
Gov't. Relations Advocate	Bob Sawyer	(781) 862-6517
Bike Shop Program	Gretchen Garniss	(781) 662-4058
Special Events Coordinator	Position Open	(your) Number-Here
CRW Webmaster	Paul Cronk	webmaster@crw.org

### Ride Program Coordinators

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Sunday Rides	Jim Sullivan	(781) 245-1772
Winter Rides	Eric Ferioli	(781) 235-4762
Tuesday Rides	Peter Knox	(617) 731-5944
Thursday Rides	Peter Mason	(781) 646 5106
Friday Rides	Sheldon Cooperman	(781) 647-4597
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### WheelPeople Staff

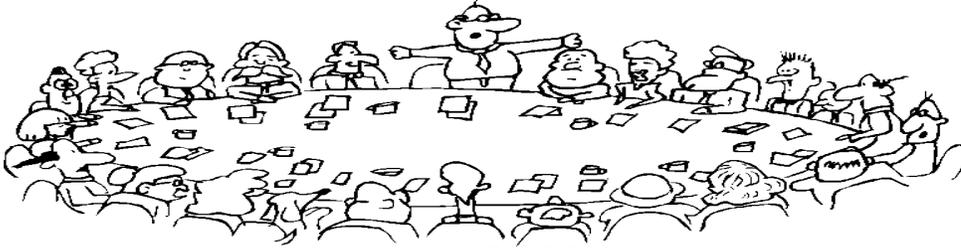
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Paul Cronk	Term Expires 2000	(781) 674-2338
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Bob Hug	1999	(781) 899-3929
Barry Nelson	1999	(617) 964-5727
Bob Sawyer	1998	(781) 862-6517
Marty Weinstock	1997	(617) 491-6523

Visit our web site at <http://www.crw.org>

## Board Meeting Minutes



January 6, 1998

**Membership Report:** We have 931 current members, with 5 new, 17 renewed, and 12 expired memberships. To counteract the continuing downward trend in membership, Marty Weinstock proposed distributing membership brochures to bike shops to attach to new bikes. He will discuss this idea with Gretchen Garniss, Bike Shop Coordinator.

**Treasurer's Report:** Don Blake presented the year end report for 1997 compared with 1996. Although the club's net worth is good, income in 1997 was considerably lower than in 1996. Membership and merchandise income were both

down in '97.

**Equipment Purchase:** The Board authorized Jack Donohue to purchase a new scanner.

**CRW Web Site:** Webmaster Paul Cronk has developed a CRW Web site policy that he presented for the Board's consideration. Included are guidelines on Web site contributions as well as commercial advertising rates and policy.

**Climb to the Clouds:** Outside Magazine plans to list Climb to the Clouds as the premier bike ride in New England-it will be a big event this year.

Board meetings are held on the first Tuesday of each month at 7:30 in the Hancock United Church of Christ, 1912 Mass. Ave., Lexington Center.

### *The Rating Game continued from page 1*

it, wiped off all the leaves, picked the grass and leaves out of the rear cogs and the derailleur pulleys, wiped the chain dry, cleaned the brakes and wheel rims, then lubricated everything in sight. Is this compulsive? Maybe, but I like a clean bike! After all, doesn't a clean bike go faster? Then it dawned on me: Jack and I make the perfect Odd Couple. Jack subscribes to the school of "no-maintenance" and I to "extreme maintenance."

So I came up with the following ratings, where do you fit?

There are those who do the "no-maintenance" thing - ride it until it breaks then figure out how to replace it - cheaply.

Then there are those who do "minor-maintenance". This is one step above no-maintenance. As an example, I was near the top of Middlebury Gap in Vermont this summer when my riding companion (who will be unnamed here) snapped a front derailleur cable. This was after I pricked my finger on the broken cable when we loaded the bikes in the car. He had a spare but told me the cable was

original, which means it had about 30,000 miles on it. This same rider used a pair of Look cleats until they literally wore out. He wondered why his shoes would not stay locked in the pedals. But, alas, just in case this became a real problem, said rider carried a spare cleat.

Most folks do "some-maintenance", or at least preventive maintenance. This is the group that either checks the bike once a year or has it done professionally. Once every few years the spoke tension may even get checked to be sure the wheels are true. Of course, the "some-maintenance" folks are the ones riding around with handlebar tape hanging off. What the heck, tape certainly does not make the bike go faster. Adjusting brakes is not done by this group. As long as the bike stops in some sort of respectable distance, regardless of brake pad squeak or the scratching of dirt into the rims, it's acceptable. And forget changing chainrings, rear cogs or, God forbid, the chain.

Most riders fall into the "normal-maintenance" group. You can always tell this

## Government Relations Report

by Bob Sawyer

I wonder how many CRW members have heard of the Institute for Transportation and Development Policy, "ITDP." It is an organization which promotes travel alternatives to the automobile. ITDP not only promotes bicycling in third world countries but promotes bicycling everywhere. In their newsletter "Sustainable Transport" they describe a 13 km "high speed bike link" with on and off ramps in the Netherlands, and another urban bicycle expressway proposed for Toronto, Canada.

For more information, write:

ITDP 115 W 30th St., Suite 1205 New York, NY 10001



group because the bikes are usually in good condition, not sparkling, but not disgusting. These people will check their tire pressure, test the brakes and occasionally true the wheels. They will even change the brake pads when they seem to be too worn and change shifter or brake cables at the first sign of wear.

Then there is the "anal-maintenance" group. Did I say earlier that I change my chain religiously every 3,000 miles? Or change rear cogs as soon as they start to skip? Or change all the cables every few years? Or wipe my spokes clean after every few rides? Or even lubricate the brake caliper return springs?

So there you have it. Where do you fall? Are you laid back or anal? Does your bike qualify you for a grant to study camouflage, or do you take pride in what other riders have to look at?

A clean bike seems to go fast, but I must admit, Jack will still beat me up a good hill, even though he is in the big chainring because the front derailleur is too rusted to work.

## February 1998 Recurring Rides Calendar

*These rides are held every week unless indicated*

### Saturday Morning Fitness Ride

*Saturday - 8:30 SHARP!*

Nahanton Park Ride: Arrowed routes of 19, 28 & 42 miles. Cue sheet available. **Leaders:** Dave McElwaine (617-821-8643) [McElwaineD@aol.com] or Mark Dionne (617-965-5558) [mdionne@tiac.net] **Start:** Nahanton Park, Newton. **Directions:** Take the Highland St. exit off Rt. 128 toward Needham, take a left at the light onto Hunting Rd, at the next light make another left onto Kendrick St. The park is on your left immediately AFTER crossing the river. Note: You will ride scenic rolling roads through Needham, Dover, Sherborn, & Medfield. These rides will be set up to run with or without a leader so be ready to go on time. At 8:30 we're gone. This ride runs all year 'round.

\*\* **CRW's Fitness Rides Program** is designed to assist intermediate and advanced riders to improve their skills and learn cooperative paceline riding techniques.



## The Rides Calendar February, 1998

On all CRW rides, please arrive at least 15 minutes before the published ride starting time. It is recommended that you bring pump, patch kit, spare

tube, allen wrenches, screwdriver, lock, water bottle, some money, helmet, gloves, and a map.

Call 617-325-BIKE to find out about last minute changes or special announcements.

### Newton City Tour

**Sunday, February 1 - 10:30 AM**

**Ride Type:** Map and Cue Sheet **Leader:** Barry Nelson (617-964-5727) [BarryNelson@alum.MIT.edu] **Start:** Auburndale commuter rail station parking lot. **Directions:** From Route 128 take the Exit for Route 30. Take Route 30 East toward Newton. At the first light bear to the right for Auburn St. The parking lot is on the right just after Woodland Rd. **Highlights:** Bring your golf clubs since we will be going by 6 country clubs. If it's warm, stuff a bathing suit in your jersey for a quick dip in the Chestnut Hill Reservoir.

### Colder and Goeller

**Sunday, February 8 - 10:30 A.M.**

**Ride Type:** Map and/or Cue Sheet **Leader:** John Goeller - 781-326-4641 **Start:** Municipal parking lot in Islington Square (Westwood) **Directions:** From Rt. 128 exit 14, take East St. toward Westwood for 1 mile (go under railroad tracks). Turn right at light onto 1A (Washington St.). Parking lot is on immediate left, across from CVS. **Highlights:** A tour of Westwood, Norwood, Walpole, Medfield, and Dover. After ride get together at Cafe Diva in Islington. Jessica Goeller (age 3) has volunteered to lead a winter tricycle ride.

### Bare Natick still?

**Sunday, February 15 - 10:30 AM**

**Ride Type:** Map and/or Cue Sheet **Leader:** Eric Ferioli (781-

235-4762) **Start:** Natick Common, at the intersection of Rt. 135 and Rt. 27.

### 3rd Annual Chilly, Hilly and Hot Chili

**Sun, Feb. 22, 1998 - 10:30 A.M.**

**Ride Type:** Winter ride over hilly terrain - cue sheet and map **Routes & Times:** 10:30am for routes of about 20miles (1700' of climbing) and 30 miles (2000" of climbing) **Leader:** Harry Wolfson <HarryWolfson@LL.MIT.EDU> 617-484-6063 (before 9:30pm) **Start:** Payson Park Playground; Payson Rd & Elm St.; Belmont, MA **Directions:** Payson Rd is off Belmont St., between Belmont Wheelworks and Harvard Square. From 128: exit 28 East - Trapelo Rd towards Belmont. Go about 5 1/2 miles until Trapelo Rd merges into Belmont St. (just past Brigham) Take 2nd left onto Payson Rd. The park is 2 blocks up, on the right. From Harvard Sq.: Mt. Auburn St. towards Watertown. Bear right onto Belmont St. immediately after Star Market. Go about a mile (more or less) and turn right onto Payson Rd. The park is 2 blocks up, on the right. **Highlights:** A hilly ride including Belmont Hill (twice), Trapelo Rd & Bedford Rd in Lincoln, and Page Hill Rd in Bedford (30 mile option) plus a few smaller climbs. Party at Harry and Denise's house afterwards with hot chili. Notes: Please RSVP for party before Feb. 16. This is a hilly ride, especially for winter. Please make sure your bike & body are ready before coming.

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## Bagels Plus

**Sunday, March 1 - 10:30 AM**

**Ride Type:** Map and Cue Sheet **Leaders:** Jim Cavanaugh (978-667-7006), Ken Hablow (781-647-0233) **Start:** Bagels Plus on Route 2A in Acton. **Directions:** This is in front of the complex with the Acton movie theatres, about 1 mile west of the Concord Circle on 2A, at the foot of Pope Road. **Mileage:** Approx. 30 and 20 **Highlights:** The best part of this ride is the bagel shop itself. If you remember the fall century, this is where we bought the bagels. Everything from chocolate chip to banana nut. Save an appetite for one of their great sandwiches on home baked bread. The ride itself goes through Littleton, Westford, Carlisle and Concord. The long ride adds Chelmsford. All on back roads, no town centers.

### *Cycling France continued from page 1*

these cyclists (not being young anymore) pack into their pannier just clothes, tools and maps, reducing dramatically the weight of the aluminium machines. Not for us sleeping under the stars. We prefer beds and regional cuisine every evening. Luckily France is a country uniquely set up to supply every cyclist's need.

By noon, we calculated that we would be near the Briare Canal, which eventually crosses the Loire. The guidebook published as "French Country Welcome" indicated an upscale chambre d'hote at Rogny-des-Sept-Ecluses (Rogny at the seven Locks), an engineering marvel of seven canal locks piled up on one another). Soon a phone booth emerged on the horizon.

"Oui," said Madame Le Maistre, her chambre was "libre." Picture two hot and weary cyclists just itching for a hot tub after 48 miles in a hard saddle rolling up in the late afternoon sun to a farmhouse covered in ivy. She charged for essentially a two-room suite and very modern bathroom 220 francs (\$45), which included breakfast. Did she serve supper? Yes, very willing was she to include us in the family meal. We didn't expect much, for this was our day for serendipity. After a good hot soak, we sat down with the small family group including the farm hand to a home cooked meal that began with a seafood flan, home-bred chicken, salad of greens from the farm, the obligatory cheese course and a dessert of fresh fruits and ice cream served with a fruit coulis (sauce). The wine was a Buzet from Bordeaux. All this for 100 francs (\$17) per person! No one spoke English, so we made do with our college French. We offered many toasts to Madame LeMaistre's superb cooking before turning in for the sleep of the dead.

Breakfast was typically French: croissant and coffee. We were out on the road in brilliant sunlight by 8:30 rested and shaped up after three days on the road. Bottom fatigue, the biker's curse, now seemed a thing of the past. The next leg brought us along the beautiful Braire Canal, one of France's magnificent waterway system with accompanying road. Every field was rich in planted wheat, corn (maize in France) or rose hips.

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## Other Rides and Trips

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### Seventh Annual Skiing Near Quebec City

*February 17-22*

Chase away those winter blues in charming, romantic, French Quebec City. Travel by chartered bus. Some of the most reliable, extensive downhill and cross-country skiing in the east, including Sugarloaf, Maine enroute to and from Quebec. Trip fee of \$410 includes five nights lodging in first class accommodations (four in the Loews LeConcorde hotel in Quebec City), five days charter bus, trail lunches and some additional food. Leave Tuesday night, return Sunday night. Trip is being run as an Appalachian Mountain Club interchapter excursion.

Leader: Arnold Nadler, 978-745-9591 Co-leader: Jenny Robbins, 617-969-2924

A few truck farms growing vegetables also became companions as we slowly wound our way to the mighty Loire, which we reached by late morning at the small river town of Briare.

We picked up a picnic lunch at the boulangerie (bakery) and traiteur (deli) and headed south looking for the road on the west side of the river. A revelation! The Canal de Briare and its boats were transported by a huge aqueduct over the Loire, a 19th century engineering feat that not only astonishes even today but shaves time and effort for the walker or cyclist to cross from one side of the river to the other. Check out the Blue Guide (the best for such details) and one learns that the Briare waterway was completed in 1642 to connect with the so-called Lateral Canal, which allows those long canal boats to travel north and south adjacent to the unpredictable Loire. When we cranked by this June the river was not much more than a stream because of the dry spring. Right along the Lateral Canal ribboned an untrafficked road that made up a biker's heaven—a meandering, flat macadam with a charming village every six or so miles.

For the next few nights we alternated between hotel and chambre d'hote, searching for the latter whenever possible. Probably the grandest B&B of our trip was found in the upper Loire at Charrin, a village just a few miles south of Decize. The "Chateau du Vernet" was run by a genuine count, or so he said, and his majordomo who spoke franglais; the latter had the odd name (for a Frenchman) Broll Patrick and looked sinister because of the scars over his face, but he was actually quite gracious as host.

The count, De Brem Olivier or just Brem, as he styled himself, had no English, since he disliked those across the Channel who spoke it. He preferred Germany, which was not surprising when we learned that a good many of his aristocratic forbears were German. Nevertheless, the accommodations in the grand mansion were quite spacious and full of antiques and personal

*Continued on page 6*

items like family portraits, sculpture, bricabrac and books. A two-room suite with a grand bathroom overlooking the countryside was put at our disposal. A so-so dinner for 120 francs, which was not up to the grandeur of the place, but with other guests assembled in the elegant dining room, we had a lively conversation about American-French-English-German domestic differences.

Reaching Paray le Monial, the next evening, about half way to our destination, we were faced with some strenuous mountain cycling if we attempted to reach Lyon on the Rhone our second leg south. What to do? Fortunately, we learned that a local train would take us right into Lyon, and, what luck! it ran on Sunday morning. We bunked at Le Terminus right across the street from the station. At 7:30 a.m. the bikes were maneuvered into the baggage compartment—free on the local trains—and about a half dozen passengers like ourselves prepared for steep hills on this Toonerville trolley, which took us into Lyon two hours later. After croissants and cafe, we headed south along the west side of the Rhone, where because it was Sunday the road was pretty much ours for most of the morning. The “rive gauche” (left bank), National route number 86 is so much better for the biker than the main highways for trucks on the right bank.

The mighty Rhone would now be our companion for the next few days we negotiated a series of magnificent cliffs, river views, castle ruins, sleepy towns and the joyous French obsession with plane trees lining every road. Our first night on this leg led us to another chambre d’hote above the picturesque town of Condrieu. This B&B boasted a swimming pool, which after a very warm afternoon—temperatures were inching up as we pedaled south—was welcome relief. Since Monsieur and Madame Besson’s guest house was about 300 meters up the side of the mountain, we had quite a climb up, but were well rewarded with a swim. Food was available at the local restaurant, Le Rozay, where our hosts had called for a reservation, we got first class treatment. It turned out to be a gourmet experience of salmon salad to start, fried trout and a marvelous dessert of strawberries, ice cream and whipped cream. For wine we chose a Burgundy vintage from Morey St. Denis, where we had previously visited. Total cost: 300 francs—about \$50. The room was 240 francs (\$40), which included home-cooked breakfast of brioche, Madame’s delicious confiture (jam) and cafe au lait.

On the walk home we discovered a vast orchard of cherry trees, whose mature purple fruit was dripping from the trees onto the road—a temptation we could not well resist. Truth to tell, we forced on our stomachs a second dessert. The next day field after field of these cherries waited harvest but no pickers could be seen. Cherries carpeted the road and thus became a temptation for snacking. We also noticed signs for a cherry festival the next weekend but the south of France beckoned too ardently for us to linger.

Food soon becomes an obsession to the touring biker, who consumes more than 300 calories an hour. Lunches mostly were picnic style purchased at charcuterie like the modest one in Donzere and then eaten at an a table at a local cafe, where a glass of wine or beer cost about a dollar.

Dinner is a more serious affair especially in France where restaurant cooking is as much an art as the paintings at the Louvre. The red-cover Michelin guide is indispensable for locating the best cuisine of France, and we threw prudence to the winds as we gobbled down the fatty foods. Surprise! in spite of these rich evening repasts, we actually lost weight as body fat turned to muscle as each day’s turning crank kept our girth lean. So when we sat down at the outdoor tables of L’Estragon in the central square in Tournon (a visual delight) and consumed in the dimming twilight a hardy meal of smoked duck, followed by rascasse (Mediterranean fish) with anchovy sauce, Roblochon cheese, and finally a dessert of sorbet and washed down with a St. Joseph rose we had not the least anxiety about weight gain as we staggered back to our hotel room.

Another series of roadside sights that speeding motorists rarely stop to ponder are the ubiquitous shrines to the executed French partisans in the last year of WWII. A typical plaque often festooned with flowers will recount that six or five or two members of the maquis and their names and ages were shot at this site on, say, June 10, 1944. This part of the Midi (the lower half of the Rhone) witnessed an uprising of the Resistance just after D Day, June 6. Many paid dearly with their lives as the retreating Nazis exacted vengeance on the open road as a grim warning—apparently not heeded—to the local guerrillas.

The lower Rhone, especially the Vaucluse and the cities of Avignon and Aix-en Provence, famous for wine, ratatouille, endless lavender fields, and adding an extra syllable to the tail of words (creating havoc with high-school French pronunciation rules), has now more vacation cottages and tourists than cafes to hold them idling in the sun. The latest fad is refurbishing an ancient “mas” (farmhouse) and adding a swimming pool, especially after Peter Mayle wrote his paean and his building manual to conspicuous consumption—“A Year in Provence.”

For the peregrinating cyclist, the experience is ambivalent. On the one hand, the restaurants, hotels and proliferation of chambres d’hote make it easy to plan one’s day. The roads are superbly paved, wine stands beckon, the place is bustling with affluence. Yet one misses old France, blue uniforms of the farm workers, the beret, sipping Pernod in sweaty pubs, and simple eateries with paper dollies that once characterized this wonderful agricultural region. Still, in some of the small villages they can still be found, for example, scruffy blue collar Cadanet, just down the road from fashionable and touristy Lourmarin (where Albert Camus is buried). We found a charming chambre d’hote run by a retired teacher at the edge of town. She steered us to the best local place to eat, called Stephani’s, a good simple meal with the local Luberon wine for little money.

When we rolled into the great walled city of Avignon under sunny skies, without having had a single flat tire in three and half weeks, we could boast of a successful ramble through France, thanks mainly to the system of chambres d’hote. After two days of wine and feasting in Place D’Horloge, a vast outdoor dining room, we placed our cycles into the care of the French railway system and reversed roles as we watched the scenery swish by while comfortably ensconced on TGV (bullet train) on the way to Paris, and thence home.

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# The Rolling Billboard

by John Loesch

reprinted from *Adventure Cycling*

There are skills involved in riding in a group whether it is a formal group - such as a planned ride - or an ad hoc group that has occurred because more than one person is on the street or trail at the same time. One of the reasons to join a bike club is to learn how to ride in a group.

We are a rolling billboard of bicycling behavior when we ride as a group. This influences how we are perceived by the motor-ing public. Let's all observe the following rules:

- 1) Avoid riding in large groups. Create some space for motor-ists to pass safely.
- 2) Always let your fellow cyclists know what you are doing. "Passing on the left", "On your right", "Behind you", etc., will let the person in front of you know what you are going to do.
- 3) Use verbal and hand signals when you turn.
- 4) Use the proper signal for braking, i.e., drop your left hand with the palm facing rearward. Also, yell "breaking" or "slow-ing" to alert other riders.

5) Alert fellow cyclists to approaching traffic with the ever popular "Car Back". When you hear this, pull into a single file until the car passes. Check behind you before resuming two abreast riding.

6) Try to remain in single file at stop lights to avoid blocking traffic.

7) Get off the pavement when you are stopping for anything other than waiting for traffic to clear.

8) Keep a safe distance from the rider in front of you when riding in a group or peline. Similarly, hold your line as it is extremely difficult to be safe in a group with a waving, wob-bling rider in your midst. If you can't ride in a straight line, please stay in the back of the group until you can. If you touch, you will fall over.

9) Speak up when others endanger group safety. Be polite about it, but speak up.

## Little Jack's Corner - by Jack Donohue



I saw a runner running in the snow last winter, and I thought "That guy's crazy." Then I realized that that's how I'm regarded by most of

the populace, including most of my non-biker friends and relatives. Sure, everyone knows bike commuting is a good thing, healthy, environmentally friendly, etc. It always comes up in casual conversation, and, inevitably, the subject turns to mileage. They all pretend to be duly impressed when I tell them how much I ride, but deep down they're thinking "This fellow's a loony."

To some extent, crazy is in the mind of the beholder. I personally think people with purple hair and rings in all sorts of unusual places are crazy, but there seem to be a lot of them. I guess, as far as who is the arbiter of craziness, "vox populi, vox dei," which loosely translated means "If you're in a room full of people with purple hair, you're the weird one." So bicyclists being a very small minority have a good start in the craziness arena. Thinking of my fellow club members, I have to see how the mainstream might consider us just a little odd.

Many of us feel a tad self-conscious walking around in skin tight lycra. The bicycle fashion plate, on the other hand, revels in it. He will wear his biking togs

to all sorts of social occasions, the smellier the better (this proves that he's done serious miles).

Then there's the mileage maven, whose first topic of conversation is a mileage report, detailing every mile logged since last you saw them, with a comparison with last week's mileage, projected next week's mileage, etc.

Second cousin to the mileage maven is the goal oriented type. They have specific goals to achieve, such as "I plan to bike 37.2 miles today at an average speed of 18.3 mph, eating only 4.3 power bars and drinking 37.4 ounces of water." I shouldn't snicker, since I too am goal oriented, but mine tend to be somewhat more mundane, such as finishing the ride early enough to have a few beers before dinner.

The gear freak knows every possible gear ratio in his head. He will look at your bike with disgust, since you have severe overlap on several of your gears, poor devil. It would be better to insult his parentage than question his choice of gearing.

The retrogrouch prides himself on having a bicycle that's older than his children (I'm dangerously close to a self-portrait here). The last time he bought a new component aside from brake pads and tires, was 1983. His bike can be easily spotted by the four different kinds of handlebar tape, all in various stages of

unravelling. He's lashed his twelve year old rack back together after it finally broke in half with used inner tubes and bits of string he's found on the road, and figures to get another ten years out of it before needing to replace the string.

The equipment freaks are divided mainly into two camps, Italian and Japanese. The Italian lovers think Tullio Campagnolo is a god, and enjoy the beauty and elegance of the equipment. They are usually seen polishing their components. The Japanese camp delight in every new technological gizmo. "Hey, I've got the new STI SPD QED". They are most likely seen lubricating and adjusting their components, when they're not reading the spec sheets. You could start a holy war in a room full of biker's by casually mentioning that the Shimano wizbang was far superior to the Campagnolo one. There's some crossover with the retrogrouch here, since the Campy crowd like the fact that you can still get a replacement screw for your 20 year old Campy derailleur.

Then there are the specialists. Ed Trumbull, a legend in his own time, has amassed a fortune in found money. Bicycle bozo (code name Eric Ferioli), is the human ant, carrying objects many times his size and weight on his bike.

So are we all crazy? I don't know about you, but I'd rather have purple tights than purple hair.



### Do you know about the CRW Helmet Rebate Program?

CRW will send you a check for \$5.00 when you buy a helmet. It doesn't have to be the first one you ever bought - we just want to make it as easy as possible for everyone to own a good helmet - it can save your life.

The helmet must be ANSI, ASTM or SNELL approved, and must be purchased from one of the participating bike shops listed on the back page of *WheelPeople*. You must have a current membership in CRW - present your card at time of purchase. Some brand or style restrictions may apply. Send your receipt and proof of purchase from the helmet box along with a stamped, self-addressed envelope to:

Don Blake  
1 Gleason Road  
Bedford, MA 01730

Many shops have matched our offer with an additional discount of their own.



## Welcome New Members

Margaret and Bruce Gelin Cambridge  
 Simon Ginzburg Boxboro  
 Roxanne Guerriero Cambridge  
 Charles Hampe Belmont

## December Mileage Totals

2	6	2	2	3	7
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### Letters to the Editor

Dear Editor:

The December Board Meeting Minutes note that ONLY 232 people came to the fall century and that this is a concern. Ugh. Since when should our events be judged by how many people are there? Is an event better, more fun, easier to organize or safer with 400 rather than 232? I believe we would all be better off in so many ways without all this growth in our communities and our life. As a long time CRW member, I'd like to see the Board recognize the results of the recent survey and member priorities rather than the Growth God. Maybe someone would like to ask me why I was not there!

*Mike Hanauer*

### FOR SALE

1984 23" Schwinn Voyageur SP top of the line touring bike. Purchased new in 1985. Columbus SL and SP double-butted tubing. Newer Huret Eco-Duopar derailleur (replaces original Sun Tour). 15-speeds, half-step gearing on top ten speeds. Ridden about 6000 miles. \$225.

1979 23" Motobecane Mirage frame. Free if you let me keep the vinyl-covered handlebars. Otherwise, negotiable.

Other bike parts including freewheels and old wheels.

George Caplan 617-484-2592 7 PM to 9:30 PM only.

HOUSE FOR SALE - In Belmont, 3.5 bedrooms, 1.5 baths. Walk to all public schools, library, town pool, mass transit (train & bus). Many improvements including new, high-quality kitchen - the best kitchen you'll ever find in a house of this size. No realtors, please.

George and Nancy Caplan 617-484-2592 10 am to 9:30 PM

	Miles	M	C	K		Miles	M	C	K
Melinda Lyon	16053	11	8	8	Bill Hanson	2994	2	-	-
John Bayley	12408	9	7	6	David Vickers	2909	3	1	-
Jack Donohue	12258	-	-	6	Jim Merrick	2754	1	-	-
Gerald Goode	12240	-	-	6	Ken Hjulstrom	2581	-	-	-
Mike Kerrigan	11111	8	6	5	Jim Broughton	2524	2	-	-
Pamela Blalock	10579	9	7	5	Ed Trumbull	2471	-	-	-
Peter Knox	9143	9	9	3	Harry Wolf	2415	-	1	-
Paul Corriveau	8204	7	3	1	Elisse Ghitelman	2354	1	-	-
Ken Hablow	8070	9	7	3	Mark Bridger	2250	6	1	-
Osman Isvan	7356	10	7	3	Jack Scavitto	2214	-	-	-
Jean Orser	7244	6	4	4	Susan Grieb	2150	1	-	-
Rich Fields	7232	10	6	2	Ted Hamann	2123	-	-	-
Ken Zaniewski	7176	5	2	1	John Kane	2029	-	-	-
Ed Hoffer	6248	4	2	-	John Allen	1937	-	-	-
Robin Schulman	6103	8	4	3	Telford Tandem	1858	4	2	-
Rich Whalen	5482	7	6	1	Bruce Ingle	1595	-	-	-
Joe Repole	5403	12	12	12	Phyllis Mays	1533	-	-	-
Glenn Ketterle	5400	2	-	-	Tracy Ingle	1428	4	1	-
Dave Jordan	5285	-	-	-	Jacek Rudowski	1367	2	-	-
Bob Sawyer	5236	1	-	-	Jeff Luxenberg	1348	1	-	-
Jerry Campbell	4859	-	-	-	Bruce MacDonald	1075	-	-	-
Gabor Demjen	4559	6	4	-	Robert Comeau	1004	4	-	-
Peter Brooks	4540	6	5	-	George Caplan	991	-	-	-
Joe Marcal	4125	6	-	-	John Loring	948	-	-	-
David Wean	3692	-	-	-	John Springfield	723	-	2	-
Doug Cohen	3586	1	-	-	Jean Zaniewski	683	-	-	-
Kitty Farago	3481	2	1	-	Jacob Allen	312	-	-	-
Jamie King	3390	3	2	-	Jared Luxenberg	249	-	-	-
Mike Hanauer	3178	-	-	-	Rosalie Blum	220	-	-	-
Richard Buck	3173	3	3	-	Sara Luxenberg	158	-	-	-
Irving Kurki	3134	3	1	-	Sandra Merrick	86	-	-	-
Jim Goldman	3006	2	-	-					

### Mileage Table Explained

Miles are year-to-date totals. The M column indicates the number of months the rider reported completing a metric century. The C column shows the number of months with a hundred mile century, and the K column is the number of months with 1000 or more miles.

Report mileage by the fifth of each month to: Ed Trumbull, 19 Chase Avenue, West Newton, MA 02165 (617 332-8546).

## CRW Bike Hotline

# 325- BIKE

### The Andover Guest House

Andover, Maine

**22 Miles from Sunday River**

#### INTRODUCTORY RATES

**Private room \$35.00 Double Occupancy**

**Bunk room \$10.00**

**Stay 2 nights get 3rd night free**

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 1-207-392-1209 or 1-617-527-4949

**THESE FINE BIKE SHOPS OFFER DISCOUNTS TO CRW MEMBERS**

- Ace Wheelworks**  
145 Elm St., Somerville (617) 776-2100
- Back Bay Cycles**  
333 Newbury St., Boston (617) 247-2336
- Belmont Wheelworks**  
480 Trapelo Rd., Belmont (617) 489-3577
- Bicycle Bill**  
253 North Harvard St., Allston (617) 783-5636
- Bicycle Classics**  
1329 Highland Ave, Needham (781) 455-0590
- Bicycle Exchange at Porter Square**  
2067 Mass. Ave., Cambridge (617) 864-1300
- Bicycle Workshop**  
259 Mass Ave., Cambridge (617) 876-6555
- Bike Express**  
96 N. Main St. Randolph (800) 391-2453
- Bikeway Source**  
111 South Road, Bedford (781) 275-7799
- Brookline Cycle Shop**  
324 Washington St., Brookline (617) 232-0775
- Burlington Cycle & Fitness**  
330 Cambridge St., Burlington (781) 272-8400
- Chelmsford Cyclery**  
7 Summer St., Chelmsford (978) 256-1528
- Community Bicycle Supply**  
496 Tremont St., Boston (617) 542-8623
- Cycle Lodge**  
1269 Washington St., Hanover (781) 829-9197
- Cycle Loft**  
28 Cambridge St., Burlington (781) 272-0870
- Dedham Cycle and Leather**  
403 Washington St., Dedham (781) 326-1531
- Farina Cycle**  
61 Galen St., Watertown (617) 926-1717
- Fat Dog Pro Shop**  
940 High St., Westwood (781) 251-9447
- Ferris Wheels Bicycle Shop**  
64 South St., Jamaica Plain (617) 522-7082

- Frank's Bicycle Barn**  
123 Worcester Tpk., Westboro (508) 366-1770
- Frank's Spoke 'N Wheel**  
119 Boston Post Rd., Sudbury (978) 443-6696  
877 Main St., Waltham (781) 894-2768
- Harris Cyclery**  
1355 Washington St. W. Newton (617) 244-1040
- International Bicycle Center**  
89 Brighton Ave., Allston (617) 783-5804  
66 Needham St., Newton (617) 527-0967
- King Cycle**  
198 Great Rd., Bedford (781) 275-2035
- Landry's Cycling and Fitness**  
151 Endicott St., Danvers (978) 777-3337  
574 Washington St., Easton (978) 230-8882  
303 Worcester Rd., Framingham (508) 875-5158  
276 Turnpike Rd., Westborough (508) 836-3878
- Lincoln Guide Service**  
152 Lincoln Rd., Lincoln (781) 259-9204
- Marblehead Cycle**  
25 Bessom St., Marblehead (781) 631-1570
- National Ski and Bike**  
102 Washington St., So. Attleboro (508) 761-4500
- Northeast Bicycles**  
102 Broadway, Rt. 1, Saugus (781) 233-2664

- Peter White Cycles**  
114 Central St., Acton (978) 635-0969
- Pro Cycles**  
458 Main St. Melrose (781) 662-2813
- St. Moritz**  
475 Washington St., Wellesley (781) 235-6669
- Ski Market, Ltd.**  
Auburn, 322 South Bridge St. (508) 832-8111  
Boston, 860 Commonwealth Ave. (617) 731-6100  
Braintree, 400 Franklin St. (781) 848-3733  
Burlington, CrossRoads Ctr. (781) 272-2222  
Danvers, Endicott Plaza (978) 774-3344  
Framingham, 686 Worcester Rd. (508) 875-5253
- Town and Country Bicycle**  
67 North St., Medfield (508) 359-8377
- Travis Cycles**  
1 Oak St., Taunton (508) 822-0396  
722 N. Main St., Brockton (508) 586-6394
- Two For The Road**  
Georgetown Plaza, Georgetown (978) 352-7343
- Wakefield Schwinn**  
16 Albion Rd. Wakefield (781) 245-2342

**Charles River Wheelmen  
19 Chase Avenue  
West Newton, MA 02165**

BULK RATE  
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**0000**  
PERMIT NO.  
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BOSTON, MA

**Join The Charles River Wheelmen**

Charles River Wheelmen (CRW) dues include membership in the League of American Bicyclists (LAB)). Do NOT make payments to LAB directly. In consideration of being permitted to participate in any way in the Charles River Wheelmen (CRW) sponsored bicycling activities, I for myself, my personal representatives, assigns, heirs, and next of kin: 1. acknowledge, agree and represent that I understand the nature of bicycling activities and that I am qualified to participate in such activities. I further acknowledge that the Activities will be conducted over public roads and facilities open to the public during the Activities and upon which hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the activity. 2. fully understand that: (a) Bicycling activities involve risks and dangers of serious bodily injury, including permanent disability, paralysis and the risk of death; (b) these risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the Activities, the conditions in which the activities take place, or the negligence of the other participants designated below; (c) there may be other risks and social or economic losses either not known to me or not readily foreseeable at the time; and I fully accept and assume all such risks and all responsibility for losses, costs, and damages I incur as a result of my participation in the Activities. 3. hereby release, discharge, covenant not to sue, and agree to indemnify and save and hold harmless CRW, the League of American Bicyclists (LAB), their representatives, administrators, directors, agents, and employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of premises on which the Activities take place (each considered one of the participants herein) from all liability, claims, demands, losses, or damages on my account caused or alleged to be caused in whole or in part by the negligence of the participants or otherwise, including negligent rescue operations. I have read this agreement, fully understand its terms, understand that I have given up substantial rights by signing it and have signed it freely and without inducement or assurance of any nature and intend it to be a complete and unconditional release of all liability to the greatest extent allowed by law and agree that if any portion of this agreement is held to be invalid, the balance notwithstanding shall continue in full force and effect.

Date \_\_\_\_\_ Date of Birth \_\_\_\_\_

Signature(s) \_\_\_\_\_

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

Phone (eve.) \_\_\_\_\_ (day) \_\_\_\_\_

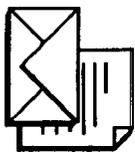
We sometimes allow bicycle-related companies the use of our membership list.  
 Check this box if you don't want to receive mailings from these companies.

CRW Membership Fees*	1 year	2 years	3 years	Additional contributions to CRW (\$1, \$5, ...) are greatly appreciated!
Individual	\$35	\$67	\$99	
Household	\$40	\$76	\$112	

\*Contact David Valzotti, 781 643-6849 if you are an LAB life member. Make check or money order payable to Charles River Wheelmen and send completed form and membership fees to David Balzotti, 84 Trowbridge St. 1st Floor, Arlington MA 02174

I'd like to help with the activities checked below. Please have someone contact me:

- Ride Leader
- Safety
- Host a post-ride party
- Other \_\_\_\_\_
- Publicity
- Membership
- Legislative Action
- Newsletter
- Special Events



**Renewal or Change of Address?**

Don't miss a single issue of WheelPeople! Send your renewal or change of address to our Membership Coordinator:  
David Balzotti, 84 Trowbridge St. 1st Floor, Arlington MA 02174