

Wheel People

Newsletter Of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXIII, Number 1 January, 1999

Bikers on Snowshoes

Part 2

By now, you've attended the snowshoe workshop given by Ray Browning at the Holiday party, and are all fired up to try it out. Well, you'll get your chance with an on-snow excursion, Saturday, January 30, at 1:00pm. Just find your way back to the site of the holiday party, St. Paul's Episcopal Church, 100 Pine Hill Road, Bedford. We'll be tromping around the Landau Conservation area behind the church and there will be snowshoes available for you to try out. Let's just hope there's snow.

For those of you who forgot, here are the directions to the church: From route 128 take the 4/225 exit west through Bedford Center. Where 62 and 4/225 split, turn right onto 4/225. At the next split just ahead, stay to the right on route 4. Pine Hill Road is about 3/4 mile ahead on the right. The church is near the top of the hill on the right.

If you can't wait till then to pound snow, Ray has also scheduled a snow fitness adventure at the Weston Ski Track (781-891-6575) on January 17, at 10:00AM.

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Commit to a Committee

The board has decided to form several new committees to address club needs. The Volunteer Committee would be charged with finding new volunteers for club activities, rides, etc. Oddly enough, we're looking for volunteers to staff this committee. The Social Committee would be in charge of getting members to interact outside the paceline. There will probably be a bit of synergism between these two committees, since once we lure you in with promises of fun and games, this is a good time to do some arm twisting. We'd like several members of each committee to plan activities and then ask the board for the funds to carry out these programs. If you're interested in either of these committees, contact Jack Donohue, (781) 275-3991, jdonohue@world.std.com.

The ride coordinators will head the Rides Committee, which could use help planning the ride season, and activities such as a New Ride Leader party, and the Ride Leader workshop. And, of course, we're still looking for a Saturday Rides Coordinator. If interested in helping contact Barry Nelson, (617) 964-5727, barrynelson@alum.mit.edu, or Jim Sullivan, (781) 245-1772, james_sullivan@putnaminv.com.



Missing Officer

A careful reading of the CRW Bylaws reveals that we are meant to have a Vice President of Finance, which we've not had for quite some time now. Fortunately, we haven't gone broke in the interim, but it would be nice to have someone to scrutinize the club finances, at least so we can get a balanced budget each year (which is another bylaws item, by the way). The finance VP would prepare the budget and approve allocations of funds for various activities consistent with a balanced budget. The historical data is available in a Quicken database, and the VP should know their way around a spreadsheet, but doesn't need to be a CPA. If interested, contact Jack Donohue at 781-275-3991 or email jdonohue@world.std.com.



When You Can't Ride, Eat

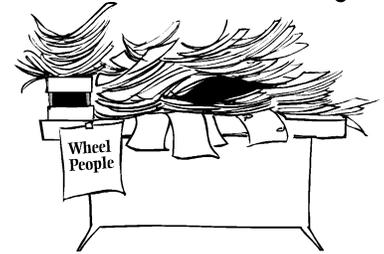
The CRW dinner series starts up again with a meal at the Greek Corner Restaurant, 2366 Mass Ave. in Cambridge on January 7, at 6:30pm. Adele has checked it out and assures us the food is delicious and reasonably priced.

Directions: from Arlington, the restaurant is 3 traffic lights past the intersection of Mass Ave. and Route 16, on the right hand side.

Call Adele (617-628-8757) by Wednesday, January 6 to let her know you're planning to attend.



Editorial Policy



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 02465

Officers And Coordinators

President	Tom Lynch	(508) 877-2238
Executive Vice-President	Jack Donohue	(781) 275-3991
Vice President of Finance	position open	(Your) Number-here
Vice President of Publications	Ken Hablo	(781) 647-0233
Vice President of Legal Affairs	position open	(Your) Number-here
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Insurance Coordinator	Don Blake	(781) 275-7878
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Special Events Coordinator	Adele Ferreira	(617) 628-8757
Publicity Coordinator	Steve Kolek	(781) 674-1090

Ride Program Coordinators

Vice-President of Rides	Barry Nelson	(617) 964-5727
Saturday Rides	Open	
Sunday Rides	Jim Sullivan	(781) 245-1772
Winter Rides	Eric Ferioli	(781) 235-4762
Tuesday Rides	Peter Knox	(617) 731-5944
Wednesday Wheelers	Bill Widnall	(781) 862-2846
Thursday Rides	Peter Mason	(781) 646 5106
Friday Rides	Dave Johnson	(603) 490-7581
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Board of Directors

Don Blake	2000	(781) 275-7878
Rosalie Blum	2001	(781) 272-7785
Jack Donohue	2000	(781) 275-3991
George Eckert Jr.	1999	(508) 653-6913
Bob Hug	1999	(781) 899-3929
Barry Nelson	1999	(617) 964-5727
Bob Sawyer	2001	(781) 862-6517
Marty Weinstock	2000	(617) 491-6523
Bill Widnall	2001	(781) 862-2846

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.

Articles submitted to *WheelPeople* may also be published on the CRW web site unless the author instructs otherwise.

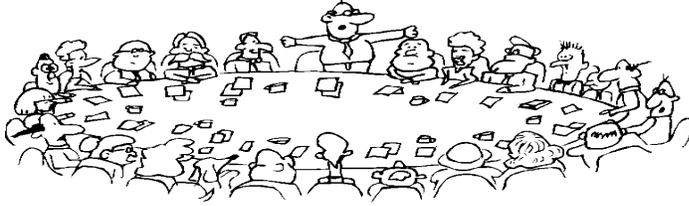
Insurance

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
For more information please contact Marty Weinstock at 617-491-6523			

Board Meeting Minutes



December 1, 1998

Membership Report: The current membership total is 947, with 11 new, 24 renewed, and 7 expired members.

Treasurer's Report: Once a number of outstanding deposits have been made, a slight deficit will remain for November.

Budget: CRW will lose money in fiscal 1998. The Board voted to increase the nonmember registration fee for century rides to \$12 for preregistration and \$15 on the day of the event.

Board Election Results: 141 CRW members voted for 4 candidates. Bill Widnall, Rosalie Blum, and Bob Sawyer have been elected to three-year terms. Don Blake was elected to a two-year term.

New Committees: Jack Donohue proposed three new committees. The Volunteer Committee will recruit and coordinate club volunteers. The Social Committee will plan nonride events. The Rides Committee will find and groom new ride leaders. Barry Nelson and Marty Weinstock volunteered for the Rides

Committee. The Board approved a budget of \$500 for each committee.

Open Positions: Vice-president of Finance and Vice-president of Legal Affairs, Volunteer Committee Chair, Social Committee Chair.

Bylaw Revisions: The Board reviewed and unanimously passed revisions to the CRW Bylaws. Major changes are published in this issue of WheelPeople.

Rides Program: The January schedule is almost full. The Fall 99 century is scheduled for September 12.

CRW Invitational: We are reviving the club's past practice of inviting other bike clubs to an invitational ride/social event. Rosalie Blum has volunteered to act as interclub coordinator and has already booked Saturday, August 21, at the Littleton Youth Hostel for this event.

Banquet Wrap-up: Both the food and the room at the Yangtze River in Lexington were great. Thank you, Marty Weinstock, for making the arrangements!

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.

CRW Bylaw Revisions

**Effective December 1,
1998**

At its December 1, 1998, meeting, the CRW Board of Directors voted to revise the club's bylaws. The complete text of the new bylaws is available on our web site:

<http://www.crw.org/Bylaws.htm>

If you don't have access to the web, but would like a paper copy, send a stamped self-addressed envelope to:

Larissa Hordynsky 365 Cherry ST. West Newton, MA 02165

Here is a summary of the revisions:

1. A new officer, the Vice-president of Legal Affairs, will replace the Legal Affairs Committee. This officer shall prepare legal documents, review and provide counsel on insurance and other business matters, and engage the services of a licensed attorney as needed.
2. The President shall be elected annually at the January instead of the December Board meeting and shall serve for one year, until the next January Board meeting. The President and immediate Past President's ex officio terms on the Board shall commence at the January Board meeting.
3. A Board member's term of office will begin on January 1, not December 1. Ballots for Board elections will be mailed in the November issue of WheelPeople and election results will be published in the January issue.
4. All references to LAW were changed to LAB.

Government Relations Report

by Bob Sawyer

The Massachusetts Highway Department has issued a policy directive entitled "Bicycle Route and Share the Road Signing Policy." This directive stipulates the conditions required for bicycle route signs and share the road signs, Ref. P-98-003, dated 8/25/98. The complete directive is available on the Government Relations area of the CRW web site.

The Congress of the United States has a bicycle caucus to focus on bicycling issues of national concern. It was orga-

nized by Earl Blumenauer, Oregon, James Oberstar, Minnesota, Peter DeFazio, Oregon, Joe Kennedy, Massachusetts. Joe Moakley, Massachusetts, is also in this caucus.

We should encourage all Massachusetts representatives to join this caucus and watch out for our interests. Details are available at:

<http://www.house.gov/blumenauer/bike.htm>

New on the Web

The newly revised bylaws and constitution are available for perusal on the web site.

Bob Sawyer's advocacy area had been updated to include the standards for marking designated bicycle routes.

The awards page has been updated to include all the lucky winners at the banquet.

We've added a page on Extended Trips Guidelines, which details the steps involved in leading a weekend trip for CRW.

January 1999 Recurring Rides Calendar

*These rides are held every
week unless indicated*



The Rides Calendar January, 1999

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.

Wednesday Wheelers

Start Time: 10:00 am

Ride: Distance varies, follow the leader, no cue sheet

Description; A group that enjoys exploring a variety of scenic routes and lunch spots, mostly in the western suburbs but occasionally to the north or south. We stay together, following the leader for the day, while being careful not to drop anyone. (Generally there is no cue sheet handed out.) The typical ride distance is about 30 miles. The pace is about 15 to 17 mph on the flats, but slows considerably on the hills, so we wind up with a rolling average of about 13 mph. Location: Location Varies Directions: For more information, including the next ride start location, call the ride coordinator Bill Widnall at 781-862-2846 day or early evening or e-mail to BillWidnall@ibm.net.

Saturday Morning Fitness Ride

Nahanton Park

Start Time: 8:30 SHARP!

Ride: Arrowed routes of 19, 28 & 42 miles.

Cue sheet available.

Description: 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. Leaders: Dave McElwaine (781-821-8643) [McElwaineD@aol.com] or Mark Dionne (617-965-5558) [mdionne@mediaone.net]

Location: Nahanton Park, Newton.

Directions: From Route 128 take Needham Street exit towards Newton. Take second right at the light and meander through the industrial park. At the end of the park, turn left onto Kendrick Street (becomes Nahanton Street at the river). Cross the Charles River and park on the left in the parking lot for Nahanton park. Rides leave from the main parking lot.

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

Happy New Year

January 1 - Friday -

Time: 11:00 AM

Ride Type: Winter, but who cares.

Start: Boston Common at the intersection of Park Street and Tremont Street

Leader: Eric "Bicycle Bozo" Ferioli (781-235-4762)

Highlights: This is our famous annual New Year's Day Ride. What better way is there to clear the mind and body (of that hangover) in the crisp, clear air of downtown Boston as it once was - before the internal combustion engines took over. We will visit many interesting sights from Charlestown to Castle Island, and maybe Dorchester Heights. Start the New Year off right with friends old and new. See you on the Common!

Bare Natick

January 3 - Sunday -

Time: 10:30 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.

Highlights: Warm temperatures.

Northern Exposure

January 10 - Sunday -

Time: 10:30

Ride Type: Map and/or Cue Sheet

Leader: Jack Donohue (781-275-3991)

Start: Bedford Center

Directions: Take Rt. 128 to Rts.4/225 to Bedford Center, turn left onto Mudge Way to the Bedford Library Parking Lot.

Highlights: A tour through the northern towns of Bedford, Concord, and Carlisle.

Larz Anderson

January 17 - Sunday -

Time: 10:30

Ride Type: Winter ride with partial, faint arrows and a cue sheet

Leader: Pete Knox (617-731-5944)

Start: Putterham Circle Golf Course parking lot, Brookline

Directions: From Rt. 128 take Rt. 9 East for about 3 miles. Just as the Chestnut Hill Mall passes on your left, exit right onto Hammond Pond Parkway. Go South through the next traffic light and take the third exit from the rotary on to Newton Street going east. Immediately after the rotary turn left into the parking lot at the Putterham Meadows public golf course.

Highlights: Visits Larz Anderson Park, Brookline, West Roxbury, Dedham, Needham, and Newton on mostly quiet secondary roads.

Winter Without Discontent

January 24 - Sunday -

Time: 10:30

Ride Type: Map and/or Cue Sheet

Leader: Eric Ferioli (781-235-4762)

Start: Lexington Common

Directions: Meet at the Minuteman Statue at the intersection of Rt. 4, Rt. 225, and Bedford Street.

Highlights: In January, the road to contentment includes a stop at Mike Hanauer's home for a post-ride party (781-862-5927). Bring something to share with your fellow former malcontents.

Medway Meander

January 31 - Sunday -

Time: 10:30

Ride Type: Map and/or Cue Sheet

Leader: Eric Ferioli (781-235-4762)

Start: Wellesley High School Directions: From Rt. 128 exit 21-22, Rt. 16 West towards Wellesley. Go through Wellesley Hills past clock tower on right. Turn left onto Rice St. after the traffic light at Forest St. (on left)/Rt. 16/ Rockland to Linden St. (on right). There is a white with red letters sign saying "Wellesley High School" on the right, just before Rice St.

Highlights: Recycled GEAR ride. Approximately 30 and 37 miles.

Bridges of Sudbury

February 7 - Sunday -

Time: 10:30

Ride Type: Map and/or Cue Sheet

Leaders: Diane Meuser (617-730-9674) and Bill Widnall (781-862-2846)

Start: Concord Plaza Mini-mall

Directions: From Concord center green, go south on Main St. for 0.2 mi, bear left at the fork at the library onto Sudbury Rd, go 0.3 mi to Concord Plaza shopping center, which is on the left just after crossing the railroad tracks. Alternately from Rt 2, turn north at the Sudbury Rd. traffic light and go 0.6 mi, where the Concord Plaza will be on the right just before the railroad tracks. Please park in the commuter parking area away from the stores, closer to the road.

Highlights: A route meandering across eight of the ten bridges across the Sudbury River in the towns of Concord, Sudbury, Wayland and Lincoln. All are invited to stay for lunch after the ride at Papa Gino's.

CRW Trips

Sixth Annual Bikers on Skis

February 12-15, 1999

Try your hand at gliding instead of rolling. This cross country skiing weekend at a comfortable B&B in the Northern White Mountains, features gourmet food and a hot tub to soothe aching muscles apres ski. We'll visit ski touring centers at Bretton Woods and the Balsams, and try some back country skiing in the Zealand Falls area. Skiers of all abilities welcome. Downhill skiers can join us and ski Bretton Woods. If there's no snow bring your hiking boots and/or mountain bike — we will not be stopped. The trip spans the three day President's Day weekend. Cost of \$160 for the weekend includes three nights lodging, three breakfasts, two dinners.

To register send the a check for the full amount made out to Charles River Wheelmen and a stamped self-addressed envelope or e-mail address by January 12 to:

Bikers on Skis c/o Jack Donohue 26 Fox Run Road Bedford, MA 01730-1104

Registration fee nonrefundable after this date unless we can find someone to take your place.

For more information, you can contact the leaders:

Susan Grieb and Jack Donohue (781) 275-3991 (before 9pm)
jdonohue@world.std.com

Trips continued on page 6

8th Annual Skiing Near Quebec City

February 16-21, 1999

Travel by chartered bus to enjoy some of the most reliable, beautiful, extensive cross-country and downhill skiing in the east: plus the French charm and excellent restaurants of Quebec City. Stay Tuesday night in White River Junction, VT and ski Wednesday at Stowe. Then 4 nights in the luxury Loews LeConcorde Hotel in Quebec City (2 persons/room). Ski Mt. St. Anne, Stoneham, Camp Mercier and/or Le Masif near Quebec City Thursday to Saturday, and Orford QUE on the way home on Sunday. \$425 includes 5 days chartered bus, 5 nights lodging, 4 breakfasts, 5 trail lunches, 1 dinner and bus snacks. Ski tickets extra, but generally discounted for our group. L: Arnold Nadler (978-745-9591). CL: Ann Marie Starck (617-923-6409, before 9:30 PM).

A Word from the Outgoing President

When I was elected president of CRW two years ago, I pointed out that it would be difficult for someone with a three- and a five-year-old to run such a large and active club. Now, with a five- and a seven-year-old, it is clear that I was right. So, how did CRW do these past two years? Great. How did I survive as president? Well, consider what you would do if you were out on the road and suddenly Cathy Ellis or Ed Kross blows by. If you're going to keep up, draft. And that's what I did, draft.

I had the great good fortune to follow great people - Ken Hablow, Susan Grieb, Jamie King and so on back through the last 32 years. With the momentum of their leadership and massive help from our volunteers, notably Jack Donohue and

Continued on Page 9

We Celebrate Another Great Year

1998 was one of the best years CRW has had. GEAR took some of our regular resources but it also helped the club understand what it takes to stage a major bicycle event. Most of the current staff of volunteers are staying on for another year and nothing breeds success like experience.

On November 19 CRW honored its horde of volunteer workers at the annual banquet and awards presentation held at Yangtze River Restaurant in Lexington. John Kane was called to action to once again be the Master of Ceremonies, which he has done for so many years in the past. John started the festivities by presenting our outgoing president of two years, Tom Lynch, with a special commemorative plaque for his services. Tom then thanked everyone for their participation and unending support of CRW. Tom proceeded to hand out plaques to those special volunteers as voted by the Board of Directors and several award certificates as well. He then presented Ken Hablow with a plaque for acting as the committee chairperson for GEAR. Ken then proceeded to hand out GEAR plaques to the original organizing committee and award certificates to those volunteers who performed far beyond the job they signed up for. After the GEAR presentations, Tom handed out special President's awards, in the form of boxes of chocolates. One went to Ann-Marie Starck for her efforts, not only at GEAR but also for the work she did this year at the centuries. The other two went to Jan Hablow and Betsy Lynch for putting up with the amount of time their two husbands spent with CRW the past two years.

The evening was capped by a special presentation by Tom and the entire Board of Directors of a commemorative rocking chair to Ken Hablow for all the years of service to CRW. This was pictured in last month's issue of WheelPeople.

The list of recipients is as follows:

CRW plaques went to Dave Balzotti for Membership; Jack Donohue for "Lots of stuff"; Barry Nelson for VP of Rides; Marty Weinstock for work on the Web site; Janet Blake, Rosalie Blum and Delphie Broughton for years of early morning Cen-

tury registration.

CRW certificates were awarded to Sharon Gowan for maintaining the Membership renewal program; Susan Grieb for years as Century Committee chair; Bob Hug for work on the Web site; Melinda Lyon for years of work on the centuries; and Sheldon Cooperman for continuing his efforts to keep the Friday night ride program alive.

GEAR plaques were given to Rosalie Blum, Paul Corriveau, Jack Donohue, Eric Ferioli, Susan Grieb, Jeanne Kangas, Fred Kresse, Rick Lawrence, Jim McGarry, Jean Orser, Lyn Pohl and Ann-Marie Starck.

Two special plaques were presented and sent to Maureen Becker and the LAB Staff for their part in making GEAR such a success.

Certificates were handed out to Don Burstyn, Jim Cavanaugh, Sheldon Cooperman, Debbie Duncombe, Rich Fields, Bill Fine, Charles Hansen, Bill Inman, Robin Inman, Wes Jewett, Dave Johnson, Jamie King, Doug Kline, Pete Knox, Dave Kryzsko, Len Lilly, Tom Lynch, Pete Mason, Phyllis Mays, Linda Nelson, Joe Repole, Tod Rodger, George Stromberg, Jim Sullivan, Charlie Todd, and Rich Whalen.

Following is a copy of an e-mail sent by Maureen Becker at LAB after receiving the plaques:

Many thanks from me and the rest of the staff of the League of American Bicyclists. We truly appreciate the recognition you and the Charles River Wheelmen have extended to us.

GEAR was a cooperative effort and could not have been so successful without the hard work of both the Charles River Wheelmen and the League staff.

It was a pleasure to work with you and the many wonderful volunteers who participated. You can be sure both plaques will hang in the League office!

Thanks again,
Maureen

Derailer, Not Dérailleur!

by Sheldon "Vélocane" Brown

Traditionally, in U.S. usage, the gear-change mechanism we all know and love has been called a "dérailleur." This is actually a French word, but it is commonly pronounced in an anglicized manner, as "de-RAIL-er" or "de-RAIL-yur." The actual French pronunciation is more like "duh-RAI-EUH" but nobody says that when speaking English. The proper French spelling is "dérailleur," not "derailleur."

The French Ministry of Culture has been on a campaign to purge the French language of the "impurity" caused by the introduction of foreign, (especially English) words into French speech and writing. In an attempt to combat "cultural imperialism", or "franglais" the Ministry has been attempting to banish such terms as "le week-end", "Walkman" (which they mistakenly think is English), "FAX", "Computer", etc. and replace them with special made-up French words. ("fin-de-semaine", "baladeur", "telecopieur", "ordinateur"...)

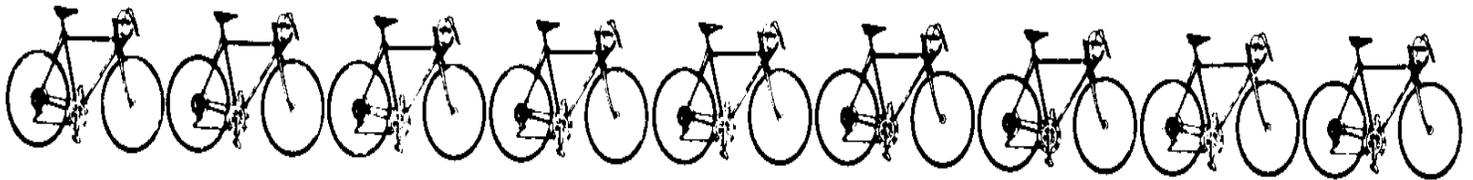
When you consider how many French words are already in the English language, as the result of real imperialism (William the Conqueror, 1066!) I think it is time to defend the

"purity" of the English tongue; you have to draw the line somewhere, and I have drawn it at "dérailleur."

I am on a one-man campaign to replace the foreign spelling "dérailleur" with the English spelling and pronunciation "derailer". I have been using this spelling in all of my writing for some time, and urge others to do the same.

The word "derailer" (or "dérailleur") is actually a metaphor, relating the gear change to what happens when a railroad train goes off the tracks. In English, we call this a "derailment," not a "déraillement."

Don't get me wrong, I am not anti-French. I lived in France for a year, I speak fluent French, and love the people and culture of France; I have a Web section devoted to cycle touring in France; I have created a French/English-English/French bicycle dictionary; I read all 1500 pages of *Lés Misérables* in French, and greatly enjoyed it; but I refuse to use a fake-French spelling or pronunciation for my bicycle's gear changer.



Ride Safe. Ride Smart

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Behavior. Good riding habits are always important, and even more so in the low visibility days of rain and early dusk. Why? Because the greatest danger to cyclists is encounters with cars. Avoiding crashes requires defensive riding making sure the driver sees you and being predictable. It's people following the same set of rules, not road design, that prevents total mayhem on the road. Paint and signs don't save your life, it's other people respecting what that line of paint means that keeps us alive. Especially in the winter, cyclists need to anticipate a driver's actions and be alert for circumstances which make the driver less likely to see you, from foggy windows to pouring rain to snow. Again, taking things a little slower really helps. Be even more courteous than usual, Endure to ride another warm evening in June.

Lights: Research shows that people tend to ride bicycles less in winter. Yet, contrary to popular thought, it's not so much the weather that stops or discourages people from cycling, it's the dark. Darkness makes sharing the road with multi-ton behemoths all the more daunting. "Can they see me?" is the question in the back of every winter cyclist's mind. Despite the evidence that being seen is a major factor in avoiding bicycle/motor vehicles crashes, many cyclists fail to even meet the minimum legal requirements for lighting their vehicles. Since

most city streets have plenty of street lighting, a headlight isn't really necessary for seeing where to ride and to avoid obstacles. Bicycle headlights serve quite a different purpose as do car headlights in the city for that matter. Headlights are really warning devices to other drivers and cyclists. Cyclists put themselves into extreme danger when they don't look at themselves from the car drivers' point of view. Drivers expect white lights on the front of all vehicles and react accordingly. Not getting any "respect" at night? Check the front of your bike. Chances are you don't have a working, visible white headlight. Lights do need attention and add weight and clutter to a bike- but, hey, isn't your life worth it?

Gear. Although the fabrics and the prices seem to get fancier every year, keeping dry on the bike is not much different that keeping dry on a long walk. Just remember that water splashing up off the road is as much of a threat as the rain coming out of the sky. Since the road is almost always wet even if it's not raining or snowing at the moment, fenders are the first piece of gear to buy. Commuter, who are not out on the road for long lengths of time can get by with an inexpensive raincoat and rain pants - Just slow the pace a bit to keep from arriving soaked from the inside out. Good gear helps keep you warm and its bright colors improve your visibility, too.

Is LAB On Track?

by Ken Hablow

With the flurry of discussion after the last issues of Bicycle USA came out with reference to Jody Newman's proposal to change the way the board of directors is elected, I would like to shed some light on the LAB/CRW relationship. This goes hand in hand with our MassBike relationship. Where should we, as concerned cyclists, lend the support of our organization? The discussion was put to a halt by the new president, Earl Jones, but the CRW-LAB debate has been resurrected.

Over the eight or nine years that I have been active in the administration of CRW I have seen a somewhat dysfunctional LAW/LAB. I have also seen a poorly run and sometimes not even run, local advocacy group under several different names, but now called MassBike. Recently, under the able direction of Conrad Willeman, MassBike has accomplished a great deal more than it ever has. Getting the Commonwealth and local municipalities to recognize bicyclists' rights is a very difficult and extremely long process.

On the other hand, LAB does not work at the state level but rather at the national level. So, to answer one person's question amidst the recent discussion, LAB has done nothing on a local level in Massachusetts - this is the job of MassBike. LAB lobbies in Washington and tries (operative word) to work with the bicycle industry. I say "tries" because it may just be the least organized industry in this country. I have seen nothing but lip service at best from any manufacturer to LAB. However, Jody Newman has made more progress in the two years she has been director than LAB has made in the last 10 years, simply by being involved and making herself very visible within the bicycling industry. Unfortunately, LAB has never done a good job to unite the local advocacy organizations such as MassBike and its' counterparts in other states.

I also feel neither organization has done a good job to serve and unite the bicycle clubs who cater to the recreational cyclist. I have always felt MassBike should have an alliance of state wide bicycle clubs and LAB should serve the needs of recreational clubs on a national scale. LAB made a very feeble attempt to do this about a year and a half ago - very feeble. Neither organization had a well defined mission nor the executive personnel to carry out and execute the necessary plans to achieve the mission. In reality, both organizations have matured in the past two years under able leadership and both seem to be headed in a positive direction.

During all of this, CRW has grown, not only in membership numbers, but in the types and qualities of programs offered to the recreational cyclist; many more than all the other local clubs combined. This is the difference between good management and lack of management. CRW is its own entity and since we are very local and very close to our members it is easy to keep tabs on what our membership wants and needs, and almost as easy to adjust to these needs in a very short time frame. Without going into detail, very few members know or understand the process that has allowed us to stay on track, but I must tell you it is a 24 hour, seven day a week job for a few very dedicated people.

Five or six years ago, when I first started to have contract

with LAW, Gil Clark was the executive director. I had too many nonproductive discussions with Gil and many of you remember how I vented my frustrations with the League at that time. He was a poor director, had no people skills and absolutely no vision for LAW. As a result, there was a staff that was just as bad and just as difficult to deal with. Poor management breeds poor staff.

When the LAB debate in CRW was very active three years ago (about when I was at my frustration level with LAB) there were heated discussions at the board meetings with one definitive outcome. If CRW should end the 100% LAB affiliation, a portion of the dues should be set aside for advocacy donations part of which should still support LAB. Of course, the bottom line is that nothing ever happened.

The concurrent problem with LAB and our local organization (then called BCOM) was very similar - no leadership, no direction and no long term vision. When Conrad Willeman took over as director of BCOM, for the first time there was a leader who has vision and the ability to accomplish his goals. Conrad approached CRW for support and was told, by the CRW board, that we want to see some results and some direction before we could make that decision. Perhaps the time to support MassBike has finally come. However, I still would like to see MassBike approach all the clubs in the state with a definitive plan and propose a program that all the clubs could buy into on an equal basis, even if it were based on membership numbers. Conrad has been a member of CRW since he took over a director of MassBike which shows his commitment to the recreational cycling community.

The closing of the LAB Baltimore office was something long discussed at LAB but no one ever had the guts to do it. Jody closed this office and by moving the entire operation into the Washington office not only cut expenses but got rid of a good amount of the dead wood on the staff.

I had a long conversation with Jody at the Canton NY GEAR last summer and she outlined her immediate goals and her time frame. One of these goals was to assemble a crack staff and she gave herself a year to do so. She accomplished this in about 9 months. You will never see this and will never know the difference, but for the handful of us who worked with this staff almost 15 hours a day for five days this past summer at GEAR certainly appreciated them. It was a pleasure that could have been a disaster. I have studied the past GEAR rallies I attended, starting with Amherst in '95, to see how they were run and how the LAB staff operated and interacted with the host club. I was appalled on both accounts. When we started to interact with the staff this year we realized the quality of the people we were working with. I have also seen enough articles from Jody in BICYCLE USA to understand that she has more goals and vision for LAB than anyone else I have seen in the organization.

Now onto the LAB board. When the LAB Northeast regional Board of Directors seat opened up several years ago, Ted Hamann volunteered to run for the office and with the sup-

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MassHighway's Building Better Bicycling

by George Eckert

LAB Continued from page 8

port of CRW was elected. This is an example of one group forcing an election result simply because we were able to correspond with our membership through our newsletter. Since all our members had the opportunity to vote, no one else had a chance. Let's face it, outside CRW Ted was not known. This is the type of situation I believe Jody Newman is now trying to avoid - ballot stuffing.

Ted was elected as a "regional" representative. But what region? LAB has no regional structure. They have a concentration of membership in the northeast corridor. So why do they need "regional" directors? AMC has very active regions. It behooves AMC to have regional representatives on their governing board. They are a national organization with a national structure. Other well run national organizations with no regional structure do not have regional representatives. Many do not have directors from their membership but rather representatives from their industry and other related or associated industries and/or businesses. I believe that doing away with the regional directors and having a nominating committee with a final vote by the board itself is, right now, in the best interest of LAB and the members. What Jody did not published in the article is the process by which this will happen. I am sure that well qualified LAB members who should serve on the board will be asked to have their names appear before the nomination committee. But the process of doing this will be more difficult than the process by which we got Ted elected. If the system is set up with the proper checks and balances then the board members will not be just the "buddies" of the director or the board members, but well qualified people.

I am not lobbying in favor of maintaining the 100% affiliation, but rather trying to shed some light on where we have been with LAB and where we are, so a more intelligent discussion can take place within CRW. Any such change needs to be a club wide decision and all our members must be satisfied with whatever changes we make, if any. We need to look at the benefits and services we would like to provide for our members and what direction we should take to continue some support for advocacy, which we should do in some form.

Outgoing President from page 6

Barry Nelson, the club is strong and poised to ride far into the future.

There are three items I wished I could have had more impact upon: encouraging new riders to develop within the club, getting post offices to deliver newsletters in a timely manner and getting a clear oversight on finances. The next president apparent is already hard at work on these (and other) issues.

I feel it incumbent upon me to pass on a few words of wisdom as I step down, so here they are: If you go 10 mph going uphill and 30 mph down, you will spend 3 times as long on the uphill as the down and will average 15 mph - so work on those uphills! Also, giving the finger to motorists is

Being a retrogrouch, my take on the seminar MassHighway hosted in Worcester on November 18, 1998, wasn't quite as positive as Bob Sawyer's experience at two other meetings.

What people from MHD stated in the Worcester meeting was:

1) MHD will follow the law in respect to both chapter 87 and Chapter 90.

2) However, MHD trusts the cities and towns to follow Chapter 87 guidelines whenever a road is repaired or resurfaced using chapter 90 funds.

Furthermore, MassHighway plans to be involved in no oversight, no inspection, and no auditing of municipal projects to insure local adherence to:

- a) proper engineering standards or
- b) MassHighway Better Bicycling Guidelines.

MHD is energetically shedding responsibility for secondary state highways (like Route 4, 62, 27, 126, 20, and 30) to the individual cities and towns through which those roads pass. While this change of control technically represents an opportunity for CRW members to contribute their input for cycling improvements, Bob Sawyer indicates in his Advocacy Web Page, if you miss input at the 25% design stage, you're out of luck. Visit another web page to get a feel for how unaggressively MHD publicizes Highway Improvement Hearings:

<http://www.magnet.state.ma.us/mhd/pubhrng/public.htm> So while we CRW road users win a victory on improved design/construction standards and accommodations under Chapter 87, the ground rules just changed. MassHighway, the agency that has committed itself to upholding the law now concentrates its guidance, technical energy, and talent on Primary State Routes and Interstate Highways like Route 2, 3, 24, 93, and 95/128 while divesting itself of interest in roads open to bicycle travel.

On the positive side, Bill Hanson and I enjoyed a very nice ride from Natick & Framingham to Worcester and Back. Great Scenery. No wrong turns. Tailwinds in each direction. Nice bike lanes all the way— except where there were too many people driving cars along them. The best part, surprisingly, was Bikeway 9 (known to locals as the Worcester Turnpike.) The food was good, nice slide show, and we met some really friendly state and town DPW employees from Concord, Wayland, and Worcester who helped us appreciate the challenges town road crews face.

generally a bad idea. However, the OK sign has some very interesting connotations in other cultures and you at least will know what you mean by it.

I regret not having had more opportunities to ride with the club the last two years. Most of my riding has been my 45 mile commute to work and the weekends were occupied with my family. However, about 10 years from now when you're struggling up Nobscot Hill and hear two riders behind you shifting to a larger gear, you'll be passed by a 15- and a 17-year old - say "hi" to the old geezer and former president trying to keep up with his sons.

Wishing you gentle tailwinds for the new year -

Tom Lynch

Little Jack's Corner - by Jack Donohue



There are many laws of nature many of which have imposing sounding names, like "Heisenberg's Uncertainty Principle." You wonder

how a guy like Heisenberg got to be such a great scientist if he were so wishy washy. Well I've come up with a law of nature myself, which I call the "Principle of Constant Aggravation." This is a theory I've developed over many years of observing the human condition. Simply stated, for every action that improves a situation there is an equal an opposite effect that makes it worse. Sort of a situational ying and yang.

A good example is toll booths. When traffic is light, you would expect to breeze through the toll booths, barely slowing down to 20 MPH as you fling your quarter at the machine. Not so. This good effect is counteracted by the fact that they've closed most of the toll booths, and you still have to wait be-

hind some yoyo in the exact change lane that's just dropped the entire contents of his change purse on the floor.

This principle applies to bicycling as well. You're riding down the bike path, and for some unknown reason, it's relatively empty. So you put it on cruise control and anticipate a pleasant ride home. This lack of traffic is the key for all the roller blader pairs to fan out and obstruct the entire path. This can actually be done by a single blader who can cut a wide enough swath to block the path in both directions. Winter is a great time to ride the path, since by then the thundering hordes have mostly taken to indoor sports. Life is good for several weeks in late fall, when the first snowfall hits, and leaves a crust of ice in its wake that makes the path impassible until ground hog day.

They decide to repave your favorite road, which has come to be known as "pothole alley." This is a good thing. Of course, in so doing they first tear up all the remaining asphalt leaving a surface so gnarly you have to make periodic vis-

its to you dentist to replace the fillings knocked out thereon. The usual time it takes for the completion of the project is about six months, after which you can enjoy the sweet new pavement for about two weeks, when frost heaves set in and the whole cycle repeats itself. And so it goes...

Erratum

I have to confess last month's "Little Jack's Corner" contained a heinous slur against my dear wife Susan, that turns out to be groundless. Having done my usual amount of research for the column, i.e., zero, I alleged that the "Passing of the Plaid" ended while Susan was president. This is totally untrue. Susan zealously guarded the treasured relic under her desk at work for the entire period she was president and turned it over to her successor, Ken Hablow, after which it was never seen again. The investigation continues.

Ciao and Chow Slide Show/Pizza Fest

Friday, Feb 5, 1999

Andy Meyer and Renee Le Verrier will present a slide show of their self-supported trip last fall to Italy. Come early, around 6:30, and we'll order some pizza, otherwise 7:30 for the main event. As a special attraction, we're going to have a belated Yankee swap, so bring some bike goodie that you'd like to exchange for another equally precious item. The show will be held at 26 Fox Run Road Bedford. If you're interested in the pizza, call Jack or Susan at 781-275-3991, so we'll know how much to order. Directions: From Route 62/Concord: L on Routes 4/225; where 225 bears left to Carlisle, stay straight on Route 4 for about 2 miles, at V in road Route 4 goes left (sign to Chelmsford) bear right on North Road till road bears left, turn R on Springs Road, take 1st R on Fox Run Road, we are #26 on right. From Route 3: Take Concord Street exit toward Bedford; in 1 mile Technology Park on left, another 1/10 mile road bears R, go L on Springs Road, take 1st R on Fox Run Road, we are #26 on right.

Smarter Than Thieves

CRW member Arthur Weitzman submitted an interesting New York Times article "Dutch Make Bikes Smarter Than Thieves" describing a system that allows Amsterdam residents to share bicycles in the spirit of communal commuting. This has been tried before but the addition of a high tech device may make this time a success. The 750 white bicycles available for shared use will be fitted with electronic locks that are released only by the insertion of a smart card, automatically registering the bike in the user's name. Or course, the more ingenious thieves may find a way to circumvent this, but the organizers are hopeful that this new system will achieve its goal of reducing pollution and clutter in the city.

Tip of the Month

Several suggestions from Bob Sawyer to make winter riding more pleasant:

* Cover your helmet with aluminum foil, then a helmet cover for looks, it keeps your head warm. * When it is really cold try toe clips with shoes 1 size larger and wool socks. * Ski gloves or ski mitts to keep hands warm.

La Corsa Tours



The Charles River Wheelmen

Welcome New Members

Stuart Abramson	Roslindale
Bob Authur	Nashua
Kristine Frieswick	Newtonville
Mark Fuller	Ashland
Christopher Hug	Brookline
Jay Kaplan	Needham
Deb Lempke	Wayland
Francis Love	Harvard
Jay Oliver	Canton
Joanne Rosenstein	Cambridge
Marc Weinberg & Judith Weinberg	Needham

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).

November Mileage Totals

1	9	9	9	7	9
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	Miles	M	C	K		Miles	M	C	K
John Bayley	12626	11	7	6	Doug Cohen	3759	1	-	-
Pamela Blalock	12113	11	7	6	Kitty Farago	3046	-	-	-
Jack Donohue	11970	-	-	8	Jim Broughton	2913	4	-	-
Mike Kerrigan	10462	10	10	5	Ted Hamann	2709	-	-	-
Bernie Amero	10101	7	7	5	John Kane	2435	-	-	-
Peter Knox	9133	9	9	3	Tracy Ingle	2229	1	-	-
Jean Orser	9041	9	6	3	Irving Kurki	1900	1	-	-
Mel Stoler	8210	10	10	3	Susan Grieb	1831	1	-	-
Bruce Ingle	8144	6	4	2	Harry Wolf	1646	-	-	-
Larry Alford	7946	8	8	1	Jeff Luxenberg	1572	1	-	-
Gerald Goode	7743	-	-	3	Jim Merrick	1472	1	-	-
Lee Howard	7530	6	4	2	Ed Trumbull	1039	-	-	-
Ken Hallow	6500	8	5	-	George Caplan	853	-	-	-
Marty Esther	6017	7	2	1	John Loring	543	-	-	-
Glenn Ketterle	5263	4	-	-	Greg Tutunjian	432	-	-	-
Bob Sawyer	5134	4	1	-	Jared Luxenberg	351	-	-	-
Joe Repole	5118	11	11	-	Rosalie Blum	219	-	-	-
Dick Arsenault	5031	8	2	-	Sara Luxenberg	174	-	-	-
David Wean	4979	3	-	-	Katie Caplan	144	-	-	-
Bill Widnall	4721	8	4	-	Julia Wean	95	-	-	-
Joe Marcal	4406	4	1	-	Emily Wean	93	-	-	-
Peter Brooks	4163	9	6	-	Sandra Merrick	63	-	-	-
Ed Hoffer	4110	2	-	-					

For Sale

Cannondale 18" H500 hybrid 1999 like new - hardly used, must sell for \$ 475.00. Call Frank 617-523-3334

Soфриde Sully, 26" wheels, currently setup with slicks and drop bars. Used for club rides, commuting and light touring. The frame size is small. I am 5'7" with a 30" inseam and have the beam setup at the middle of it's range. Beams are very versatile size wise, with about a 7" range in effective seat heights, and virtually any seat tube angle you want (by position the saddle fore/aft along the beam). (What I'm trying to say is that it will work for a wider range of sizes than a more traditional frame design)

It has Campagnolo components - Ergo Levers, long cage rear derailleur, Racing Triple crank, and Record OR Cantilever brakes. (The front derailleur is actually Shimano XT, but can easily be change to a racing triple for the Campag pur-

ist). It has a Chris King Headset, Mavic 531 hubs, and blue Sun CR17A rims. The frame and fork are aluminum and the finish is Champagne -kind of a textured silver/grey.

The stem has a bolt of front, making it quite easy to change stems or bars. It can easily be setup with flat bars and turned into a real off road machine. (I also have a sofride stem, if there is interest)

Asking price is \$1100. You can see it and try it in Chelmsford.

Pamela (pamelab@world.std.com, 978-256-1169)

Burley Rock n Roll Sofфриde Tandem. 1995 Frame built up with our own choice of components. The frame size is 18.5 (measured center to center, 20.5 measured to the top of the seat collar). The rear accomodates a wide range of stoker sizes thanks to the versatility of the

beam. It has Campagnolo Tandem Cranks, Campag barcons and RacingT rear derailleur, Phil Wood Hubs (threaded to take a drum brake), Sachs 8 speed freewheel, Sun rims (26") Chris King headset, Shimano LX V-brakes, operated by DiaCompe's new 287V drop bar levers designed to work with v-brakes. There is currently a sofride (suspension) stem on the front, which can be switched to a rigid stem if so desired. Stoker stem is adjustable. Drop bars in both positions. The Campag Tandem cranks have some scuffs on them from overshoes rubbing them in the winter. Everything else is in showroom condition. The bike has been ridden lots and hard, but has been lovingly maintained. We have used it for long tours, daily commuting and some offroad. Asking price \$1650. Pamela (978-256-1169, pamelab@world.std.com)