

Wheel People

Newsletter Of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXI, Number 6 - June, 1997



Wednesday Night Intro Rides

CRW's Intro Rides Program is designed for the beginning cyclist and the intermediate cyclist who wants to ride at a leisurely pace. The spectacular routes wind through the back roads of Weston. Pizza and ice cream are just a walk away from parking.

Wednesday evenings through June 25 at 6:30 PM, the Intro Ride departs from the fish ladder in Wellesley for routes of 10, 15 and 20 miles. The somewhat hilly routes are arrowed and cue sheets are available.

Leader: Susan Broome (617) 965-4586

Directions: Charles River Bridge on Rt. 16, at River Road, Newton Lower Falls. 1/2 mile west of Rt. 128. Park in River Rd. municipal lot or the lower lot of 34 Washington St.

Looking for Ride Leaders

Here's your chance! Ride leaders needed for the following dates: Sept 20, Oct 4, Oct 11, all Saturdays and Sundays in November. Interested? Please contact Barry Nelson at 617-964-5727 or BarryNelson@alum.mit.edu.

Ride Leader Apprentice Program

Sounds impressive, doesn't it. It's a simple concept, though. There's a goodly number of you out there who would like to help CRW, but don't quite know what to do, and don't feel confident taking on a Sunday ride, where up to several hundred fellow riders are depending on you to lead them to cycling nirvana. Even if you're not up to leading a ride, you can still help the ride program. Many rides are done single handedly by one of the knights of CRW. But this is a lot of work for said knight, and it also doesn't help newcomers learn anything about the process. So we're going to try to hook up ride leaders with prospective helpers. Basically the duties around a ride can be split into several positions:

Ride Leader - signs up to do the ride on a certain date, lays out the route or uses a tried and true former ride, sends the info to the rides coordinator for publication in *WheelPeople*, shows up at the ride to hand out maps, give the speech, and make people sign the release form.

Coleader - helps the ride leader with some or all of the above. A typical coleader would help with the arrowing, show up for the ride, and maybe sweep one of the routes.

Hired hand - this is a somewhat nebulous position, but basically the HH would not be involved in the glamour day of ride stuff, but more of the infrastructure, arrowing, map/cue sheet preparation.

Mouthpiece - some people just like to talk, and some people find the prospect of performing in front of a group of fidgety riders daunting. One function this

History of the Tour of New England

by *Osman Isvan*

I am not one of the first to do "The Tour". But I started when it was in its early years, and repeated the ritual every year since. Over the years I acquired a special appreciation for this event, its history and its place in bicycle touring in New England. My perspective, of course, is personal and subjective, and perhaps controversial. It has been shaped by having ridden this tour more times than anyone else.

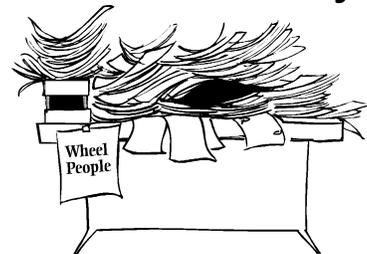
There is no authoritative record-keeping, but according to available evidence, the first time that a closed loop over 6 states was covered by bicycle in three days was when CRW member Jacek Rudowski and two friends embarked on the challenge to determine if such a task could be accomplished. The idea belonged to Irving Pfau, then president of the Charles River Wheelmen. He wanted to organize "a tour of six states in three days". A study of the map of the United States confirmed that the most suitable place to do this appeared to be the six states of New England. Still, on average 120 miles had to be covered daily, and the terrain looked rather difficult. The idea appealed to a few other members of the club but they had no measure of the physical challenge they would be facing. It was decided that the adventure should be first undertaken by a select group of elite riders. Hence, on May 25, 1976, Jacek Rudowski, Tom Codroy and Steve Gobron left Boston with their touring bicycles. Steve endured as far as Keene, NH but there he decided to abandon the attempt. Jacek and Tom

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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 02165

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Sunday Rides	Ilna Blosfelds	(617) 965-9570
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Bob Sawyer	1998	(617) 862-6517
Peter Serratore	1999	(617) 643-1893
Marty Weinstock	1997	(617) 491-6523

Visit our web site at <http://www.menlo.com/bike/crw/>

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

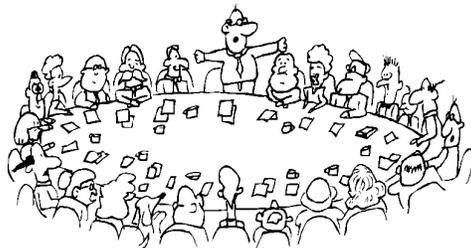
If ride leaders or others have questions about insurance, contact Don Blake at (617) 275-7878. Please do *not* contact the insurance company.

Advertising Rates

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

Call Noreen Powell at 617-863-1277 for more information

Board Meeting Minutes



May 6, 1997

Membership report: 986 current members.

Treasurer's report: April was a good month, with income exceeding expenses by \$360. A profit-and-loss comparison for the first quarters shows the club is in an improved condition this year.

Ride program: The ride calendar is full through the third weekend in September. The May 25 ride was accidentally omitted from WheelPeople. The ride will be posted on the CRW e-mail list, Web site, and telephone line.

Century Committee: Thanks to the many volunteers who are helping with the May 18 century! You will make it a great success.

Joint club ride: The ride will take place on August 17.

Father's Day ride: This will be a joint tandem ride with other clubs. But the ride is not restricted to tandems-everyone is welcome, especially children.

BCOM donation: We have received no acknowledgment from The Bicycle Coalition of Massachusetts for our \$500 contribution. Tom Lynch will contact them.

Conservation Law Foundation donation: A motion was unanimously passed to contribute \$100 to the CLF, which supports bicycle riding and walking.

Survey update: 363 surveys have been received to date. One trend that has emerged from a preliminary analysis is the high level of interest in volunteering for club activities. As a first step in coordinating this interest, there will be a volunteers' meeting at the Spring Century.

Board meetings are held on the first Tuesday of each month. The next board meeting will be on April 1 at 7:30 in the Hancock United Church of Christ, 1912 Mass. Ave., Lexington Center.

Kids Only Bike Race

The Northeast Bicycle Club is promoting a new race this year for kids only, between 8-14 years old. The "NEBC Kids Grass Crit" will be held on Saturday, June 14, 1997 at Hittenger Field, Belmont High School, Belmont, MA. There will be separate events for girls & boys; bmx & mountain bikes; and by age category. Trophies will be awarded to the top 3 places in all events. Ribbons will be awarded to all racers. The first 200 registered racers will receive a free water bottle.

A race flyer is posted on the NEBC web site at: http://world.std.com/~nebiclb/RaceEvents/kids_crit97.html

Or you can find it by searching for "Northeast Bicycle Club" on any web search engine (e.g., Yahoo, Lycos, WebCrawler, etc.)

If you do not have web access, I would be happy to send a flyer to you. Call Harry Wolfson at 617-484-6063, before 9:30pm.

Ed Kross RAAM '97

Yes, Ed and his Crew will be competing in this year's Race Across America, the 3,000-mile non-stop bicycle race from Los Angeles to Savannah. The race starts July 24, and if all goes well, he should finish in about eight and a half days. Be part of the excitement! Help out with the finances and be part of this extraordinary event. Get a RAAM T-shirt or water bottle. Or, how about a post card from some obscure town along the race route? Let's bring the Men's title to the Northeast!

Ed and his Crew members have greatly appreciated your support in the past years. A full Crew is committed for this year already, and their experience from '92 and '94 will give them an advantage. You can keep up with their progress during the race by calling 508-872-4592, or find regular updates on the Northeast Bicycle Club's Web page <http://world.std.com/~nebiclb/index.html>. Official race updates from the Ultra-Marathon Cycling Association will be

posted on www.ultracycling.com.

Following is the schedule of fund raising events planned for this spring.

Friday, June 6 starting at 7:00pm, the Minuteman Road Club hosts a classy dinner at the Chocksett Inn, Sterling, MA. (I-190, Exit 6, follow signs.) A feast that can't be beat! Hear some of the tales of past RAAM's and the plans for this year.

Friday, July 11, starting at 7:00pm Northeast Bicycle Club bids Bon Voyage to Ed and his Crew at the First Baptist Church of Lexington, MA. (Mass. Ave, across from the Police Station.) Come on down and enjoy a buffet of treats!

All events are \$15 per person, \$5 for kids aged 3-10 and no charge for kids under 3. Call Ed at 508-872-4592 if you have any questions.

Please make checks payable to:

Ed Kross RAAM '97
559 Union Avenue
Framingham, MA 01702-5820

Ed Kross RAAM '97 Contributor

Name _____
Address _____
City _____
State _____ Zip _____

Chocksett Inn Banquet _____ Adults @ \$15 _____ Kids @ \$5

Bon Voyage _____ Adults @ 15 _____ Kids @ 5

T-shirts \$15 each _____ small _____ med _____ large _____ x-large

_____ Water bottles \$5 each _____ Post Cards \$5 each

Additional Donation \$ _____ Total Enclosed \$ _____

Many sincere thanks from Ed and the Crew!

The Rides Calendar

April, 1997



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.

During the "arrowed" ride season, CRW recommends Saturday at 10AM as an opportunity to follow the arrows of the previous Sunday ride. You should also

call the leader to determine the correct arrow shape and color to follow, and other pertinent details. Call 617-325-BIKE to find out about last minute changes or special announcements.

The CRW Fitness Rides Program

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

Every Tuesday at 6 PM Sharp, the Fitness Ride departs from Nahanton Park in Newton for routes of 19, 28 and 42 miles. *Directions:* Take the Highland Avenue exit off route 128 toward Needham. Turn left at Hunting Road, and left at the next light onto Kendrick St. The park is on your left immediately after crossing the Charles River.

Every Thursday at 6 PM Sharp, the Fitness Ride departs from the parking lot at the Civil Air Terminal at Hanscom Field, for routes of 16, 25, and 35 miles. From Route 128, take Route 2A West for about 2 miles. Turn right on Airport Road and follow it to the parking lot at its end.

The Saturday Morning Century Series at 7 AM. This series departs from Nahanton Park in Newton (see tuesday ride above for directions). This series will be held only on the following dates: 6/26, 7/12, 7/26, 8/2, 8/16, 8/23, 9/13, and 9/27

Friday Night is Back: The Friday Night Rides at 6:30 PM. The route starts at the Bedford Public Library for routes of 17, 22, and 32 miles. From 128, take 4/225 West through Bedford Center. Just before Rt 62 splits off, take a left onto Mudge St.

Every Saturday at 6:45 AM, weather permitting. The fitness ride departs from the Rockland Park 'n Ride for routes of 33 and 45 miles. From Rt 3, take exit 14 (Rt 228) in Rockland. Turn left at the end of exit ramp and park in the Park 'n Ride lot.

Every Saturday at 8:30 AM Sharp, the Fitness Ride departs from Nahanton Park in Newton for routes of 19, 28 and 42 miles. The routes are arrowed and cue sheets are available. The ride may occasionally go "leaderless" but someone who knows the route almost always shows up. We often go for coffee afterwards. If severe weather cancels the ride, we may go out on Sunday at the same time.

Leaders: Dave McElwaine (617) 821-8643 (McElwaineD@aol.com), Mark Dionne (617) 965-5558

Directions: Take the Highland Avenue exit off route 128 toward Needham. Turn left at Hunting Road, and left at the next light onto Kendrick St. The park is on your left immediately after crossing the Charles River.

Friday Night is Back

Friday, May 30, 1997 6:30 PM

Ride Type: mostly Arrowed Ride. **Leader:** Peter Serratore, 617-643-1893 **Start:** The library parking lot of the Bedford Town Hall/High School/Library complex on Routes 4/225/62 in Bedford Center. **Directions:** Take 4/225 west from 128 through Bedford Center. Just before Route 62 splits off to the left, you'll see the driveway on the left. Route 4/225 through Bedford Center has very tough traffic, so try to figure an alternate route, or call the ride leader. The ride will start at 6:30 through July, then move back to 6:15. **Highlights:** It's the new and improved Friday Night Ride (Longer! Lower! Wider!). A longer route has been added, and a rough stretch from last year is gone. Arrowed routes of approximately 32 and 22 miles are available, plus an option for a 17-mile route, mostly arrowed. Hammer if you want, or group up and socialize. Since it's not a school night, we can go to dinner afterwards. So let's twist again, like we did last summer.

Saturday Morning Century - Nahanton Park

Saturday, May 31, 1977 - 7:30 AM Sharp!

Ride Type: Arrowed Ride **Leader:** Pete Knox (617-731-5944) **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. **Mileage:** Arrowed 104 mile century (with bailouts at 28, 57, 78, and 84 miles). The ride will usually have a leader, but will go regardless. The route is fully arrowed, using the Tuesday/Saturday training ride arrow (white upside down 'T') for 16 miles and then changing to a single white chevron until you return to the Tuesday/Saturday training ride arrow. The changeovers are marked. The ride will be in the same format as the Tuesday Night Fitness ride. It will attempt to be a friendly group ride, stopping at the Ice Cream Machine in Diamond Hill, Rhode Island for water, but otherwise keeping up a steady, even pace, practicing pace line riding skills over long distances.

South Shore Coastal Loop

Sunday, June 1, 1997 - 6:45 AM

Ride Type: Arrowed with cue sheet **Leaders:** Ted Lewis (617-396-7282 [h]) (508-777-5203 x131 [w]) TedL@microscript.com> Mel Stoler (617-277-5180 [h]) (617-727-4923 x360 [w]) <MStoler@state.ma.us> **Start:** Rockland Park'n Ride lot **Directions:** Take Rt. 3 to Exit 14 (Rt.228) in Rockland. Turn left at end of exit ramp and park in the Park'n Ride lot. **Highlights:** Are you looking for a ride with shady, quiet roads, beautiful scenery and coastline stretches that will get you home by mid morning every Sunday? The SSCL will take place every week, weather permitting. Choose the 33 or 45 mile loop both departing at 6:45 AM The 33 mile route includes Rockland, Hingham, Norwell, Scituate, and Cohasset with a coffee stop in Scituate Harbor at mile 15. The 45 mile loop includes Hull with an additional brief stop at mile 30 to regroup. Ideal for fast and moderate riders with paceline experience or desire to learn. You won't regret setting the alarm.

The Berlin-Bolton Country Tour Cycle for Bagels & Chocolate

Sunday, June 1, 1997

Ride Type: Arrowed **Times:** Long & medium 9:30 AM - short 10:00 AM **Leaders:** Ken Hablow, 617-647-0233 - Jim Cavanaugh 508-667-7006 **Mileage:** Long, approx. 56 miles; medium, 40 miles; short, 28 miles. There is no common lunch stop for the short route as it does not rejoin the other routes after the split. **Terrain:** Long & Medium, Moderately hilly - Short, moderately rolling **Start:** South Acton "T" station, Central Street @ Route 27 - The parking meters are not active on weekends. **Directions:** Route 2 West, exit left onto Route 111 @ exit 43, turn left onto Route 27 at light. Central Street is a sharp right turn .95 miles past the light at Route 111. Look for the Mobil station then the tower of the wheat-yellow colored Acton Music Center on the corner. **Highlights:** This exquisite tour of Bolton, Berlin and Northboro has been masterfully re-engineered to take you so deep into "Hablow Country" that the sand on some of the roads is from 1995. Some of these roads have never been arrowed by human cyclists. The short route goes to Bolton then down Sugar Road past Hebert Candies. The medium route continues onto Berlin past Berlin Orchards. The long route winds and roams on mostly back roads past Spooky World in Berlin, then through Northboro. The route passes within 2 miles of one of the best bagel shops in MetroWest. A trip to Bagel Makers is worth the few extra miles. It will be arrowed. Lunch for the long and medium routes is on the green in Berlin center. Both routes continue on to the Fruitlands in Harvard on roads you most likely have never cycled on before. You will experience some beautiful vistas and magnificent downhills. There are food stops along each route.

Fitness Ride Needham/Newton Line

Tuesday, June 3, 1997 - 6:00 PM SHARP!

Ride: Arrowed routes of 19, 28 & 42 miles. **Leader:** Pete Knox (617-731-5944) **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 immedi-

ately after crossing the river. **Note:** These rides will be set up to run with or without a leader so be ready to go on time. At 6:00 we're gone.

Fitness Ride at Hanscom Field

Thursday, June 5, 1997 - 6:00 PM SHARP!

Ride Type: Arrowed routes of 16, 25 & 35 miles. **Leader:** Peter Mason (508-369-8451) **Start:** Hanscom Air Force Base Civil Air Terminal **Directions:** Rt. 128 to Exit 30B (Rt.2A West) — do not take the exit for Rt. 4/225 which also says "Hanscom Field" on the sign. Go on 2A West for 1.5 miles until you come to the blinking light. Turn right at Airport Road into Hanscom Field and follow signs for the Civil Air Terminal (about 3/4 miles). **Highlights:** The short ride winds through Bedford, Concord, and Carlisle. The long ride of rolling hills adds Westford and Chelmsford.

Friday Evening ride

Friday, June 6, 1997 - 6:30 PM See May 30 for details.

One Hundred Plus or Minus Fifty

Saturday, June 7, 1997 - 8:00 & 9:30 AM

Ride Type: Arrowed **Leader:** Jim Merrick, 617-361-2051 **Start:** Stonehill College in North Easton **Times:** 8:00 AM for Century and 150, 9:30 AM for Half-Century **Terrain:** Flat to Rolling **Mileages:** 50, 100, and 150 mile routes **Directions:** Take Route 128 to Route 24 South to Route 123 (Exit 17). Go West on Route 123 for about 1.5 miles - entrance to Stonehill College is on the right. Park in main lot on west side of campus. **Highlights:** A unique sampling of many of the best routes in the South Shore, from the Blue Hills to the Cape Cod Canal. The Century goes through Wompatuck State Park and the Miles Standish State Forest; the 150 adds the rocky coast of Cohasset and extends to the Cape Cod Canal; the Half-Century winds through the back roads of Easton, Sharon, Mansfield and Norton. There are several food stops along each route. Please note: All rides are self-supported (no sag service). The Century-and-a-Half may be the longest CRW ride of the year!

Saturday Morning Fitness Ride

Needham/Newton Line

Saturday, June 7, 1997 - 8:30 Sharp!

Ride Type: Arrowed routes of 19, 28 & 42 miles. **Leaders:** Dave McElwaine (617-821-8643) [McElwaineD@aol.com] or Mark Dionne (617-965-5558) [MD@ILEAF.COM] **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. Riders of all speeds and fitness levels are invited.

South Shore Coastal Loop Fitness Ride

Sunday, June 7, 1997 - 6:45 AM See June 1 for details.

Diamond Hill Delight

Sunday, June 8, 1997 - 10:00 AM

Ride Type: Arrowed **Leader:** Pete Knox, 617-731-5944 **Routes & Times:** 10:00 A.M. for your choice of 34, 55, or 77 miles of scenic but hilly back roads. A century option is available for those interested (if this is you (a century type) meet at the intersection of Cypress and Walnut in Brookline at 8:00 AM sharp!). **Start:** Dover/Sherborn Regional High School **Directions:** From Rt. 128 take Rt. 109 West to Medfield Center. Make a right at the light onto North St., in about 1 mile stay right at the triangle, then in about .8 mile bear left onto Farm St., then in .7 miles make a left on Junction St. The High School and parking lot will be on your right. **Highlights:** Very quiet back roads with lots of great water towers and eventually the burnt swamp in Rhode Island. Ride includes Franklin, Medfield, Norfolk, Plainville and Woonsocket R.I. to name a few. A perennial favorite.

Fitness Ride Needham/Newton Line Nahanton Park

Tuesday, June 10, 1997 - 6:00 PM SHARP!

See June 3 for details.

Fitness Ride at Hanscom Field

Thursday, June 12, 1997 - 6:00 PM SHARP!

See June 5 for details.

Friday Evening ride

Friday, June 13, 1997 - 6:30 PM See May 30 for details.

Saturday Morning Century

Saturday, June 14, 1977

Ride Leader: Pete Knox (617-731-5944) **Start:** Rutland, MA as part of the King's Tour of the Quabbin, joining with the Seven Hills Wheelmen. Call for details.

Saturday Morning Fitness Ride Needham/Newton Line

Saturday, June 14, 1997 - 8:30 Sharp!

See June 7 for details.

A Serene Ride

Saturday, June 14, 1997 - 10:30 AM

Ride Type: Cue sheet **Leader:** Jacek Rudowski, 617-361-5273. Do not call the morning of the ride. **Terrain:** Mostly rolling with three rather steep climbs that are very short. **Start:** Dover-Sherborn Regional High School **Directions:** From I-95/Rte. 128 take exit 16B Take Rte. 109 West about 7 miles to Medfield. Turn right on Route 27 North. Go to the second traffic light, turn right onto West St. Take the first left on W. Mill St. Take W. Mill St. to its end. Turn left onto Harding St. At the fork bear right staying on Harding St. Harding St. in Medfield becomes Junction St. in Dover. The town sign is missing. Junction St. is very short. The regional high school is on the left just before Junction St. ends at Farm St. **Highlights:** The routes

of 26 or 17 miles travel the charming back roads mostly in Dover and Sherborn that have light auto traffic. The lunch is C&L Frosty in Sherborn. There is no rest room there!

South Shore Coastal Loop Fitness Ride

Sunday, June 15, 1997 - 6:45 AM

See June 1 for details.

Father's Day "Bring the Kids"

Sunday, June 15, 1997 - 10:00 AM

Ride Type: Arrowed routes of approximately 50 and 35 miles, as well as an unmarked 14 mile family route. **Leaders:** Jamie, Lindy, and Jesse King (617-325-1433). **Start:** Hart Barn Ski Touring Center at Great Brook State Park in Carlisle. **Directions:** Take Rt. 128 to exit 31B to Rts 4/225 West (Bedford). Stay on Rt. 225 for 7.1 miles to traffic circle in Carlisle Center Turn right onto Lowell Rd. (follow sign marked <Chelmsford 5> for 1.8 miles. Stay straight at sign for Park. Continue about 100 yards to Hart Barn (Ski Touring Center) Parking Lot on the right. The ride begins at the Hart Barn NOT the pond at the barn. **Highlights:** A ride for everyone. Bring that little one with the trailer, kid carrier, etc., and we will all stay together on the family loop. Everyone else will enjoy the pleasant back roads of the Carlisle, Acton, and Westford area - rolling terrain with a few good hills. The longer rides stop at Bumble Bee park for Lunch (no store) or you can wait for ice cream at the park after the ride. Joint ride with T-BONES and possibly other local clubs.

Fitness Ride Needham/Newton Line Nahanton Park

Tuesday, June 17, 1997 - 6:00 PM SHARP!

See June 3 for details.

Fitness Ride at Hanscom Field

Thursday, June 19, 1997 - 6:00 PM SHARP!

See June 5 for details.

Friday Evening ride

Friday June 20, 1997 - 6:30 PM

See May 30 for details.

Saturday Morning Fitness Ride Needham/Newton Line

Saturday, June 21, 1997 - 8:30 Sharp!

See June 7 for details.

South Shore Seaside

Saturday, June 21, 1997 - 9:30 AM & 10:00 AM

Ride Type: Cue sheets for all rides. Hopefully arrows for medium & short; additional segment for long ride (+20 miles) cue sheet only. **Leader:** Sarah Weaver, 617-396-3533 or sarahw@aw.com **Start:** Wompatuck State Park, Hingham, MA **Times:** Medium & long, 9:30; short, 10 AM **Terrain:** Flat **Mile-ages:** Short, 25 miles; Medium, 45 miles; long, 65 miles. All mileages approximate. **Directions:** Only 1/2 hour from Bos-

ton! Take Route 3 South to Exit 14 (Route 228). Take a left off the exit ramp and follow Rt. 228 toward Hingham for 4 miles to Free Street. Take a right on Free Street (there will be a sign for Wompatuck State Park), then right again into the park in .9 miles. Park in either lot (Visitor Center on right, additional lot on left). Ride details will be announced in parking area on the left, opposite the Visitor Center. **Highlights:** Salt marshes, stone walls, sandy beaches, seaside mansions. Solitude and salt air. If you've never ridden on the South Shore, you're missing a real treat! Short ride skirts the charming coastlines of Scituate (lots of snack options in Scituate Harbor) and Cohasset (opulent mansions). Medium ride adds the Marshfield shore. Long ride adds Duxbury (great bakery and lovely bay views). Lunch spot for medium and long routes can be either Marshfield (beach picnic if it's nice) or Scituate Harbor, depending on the weather and your appetite. Cue sheet will list those all-important food options.

South Shore Coastal Loop Fitness Ride

Sunday, June 22, 1997 - 6:45 AM

See June 1 for details.

Groton Country Tour

Sunday, June 22, 1997 - 10:00 & 10:30 AM

Ride Type: Arrowed **Leader:** Jeanne Kangas, 508-263-8594 evening before 9:30 PM. [AK0001@aol.com] **Times:** Long ride, 10 AM, 50 miles of rolling terrain with some hills. Short ride, 10:30 AM, 25 miles, few hills. **Party:** At leader's home after the rides. Hot dogs, chips, soda, and cake. **Start:** XRE parking lot on Taylor Street, Littleton. **Directions:** Take Exit 39 ("Taylor Street - Littleton-Boxborough") off route 2 West. It is just after Rte. 495 cloverleaf. At the end of ramp, go right, up the hill. In 0.5 mile, pass street going left. Next driveway on left goes into lot, visible from street. **Highlights:** The rides are scenic, through pretty horse and apple country. the short ride passes through Harvard, Littleton, Ayer, and Groton. The long ride adds Pepperell, Dunstable, and Hollis in New Hampshire. Both rides go through scenic Shaker Village in eastern (not hilly) Harvard, and to historic colonial Groton Center, where the short ride lunches (get food here) on the Common. The long ride continues through Pepperell, over the covered bridge in East Pepperell, and up to Hollis, New Hampshire, where the lunch stop is at a local pizza & ice cream parlor. the long ride returns in a scenic loop through Hollis, Dunstable, and rural Groton, where it joins the short ride in a roller coaster ride through campy Lost Lake. Everyone is invited to the leader's home at 959 Hill Road, Boxborough, only 0.7 mile from the start/finish, after the ride for hot dogs, chips, soda, and cake.

Fitness Ride Needham/Newton Line

Nahanton Park Tuesday,

24, 1997 - 6:00 PM SHARP!

See June 3 for details.

The Fitness Ride at Hanscom Field

Thursday, June 26, 1997 - 6:00 PM SHARP!

See June 5 for details.

Friday Evening ride

Friday, June 27, 1997 - 6:30 PM

See May 30 for details.

Saturday Morning Century - Nahanton Park

Saturday, June 28, 1977 - 7:30 AM Sharp!

See May 31 for details.

Saturday Morning Fitness Ride

Needham/Newton Line

Saturday, June 28, 1997 - 8:30 Sharp!

See June 7 for details.

For GEAR Freaks

A Wayward Route To Wayside, and Water, Water

Everywhere - Two Dams And A Pond

Saturday, June 28, 1997 - 9:30 & 10:00 AM

Ride Type: Cue sheet and map **Leader:** Ralph Galen, 617-497-8287 **Times:** 9:30 for 45 miles and 10:00 for 20. **Start:** Babson College, Wellesley MA. **Directions:** From Rte 128 take exit 19 toward Needham on Highland Street. At the traffic light at Muzi Motors turn right onto Gould Street. At end of Gould turn left onto Central Ave. Go through 1st traffic light and turn right onto Forest Street at Volante Farm. After the farm bear left staying on Forest. Turn into the main entrance to Babson and park in the first lot to the right behind the post office. From Natick, take Rte 135 into Wellesley then stay on Rte 16 east. Turn right on Forest. **Highlights:** This will be one of the first of the rides we will use at GEAR'98. There will be a long ride of about 45 miles to the Wayside Inn in Sudbury. This will go out and back through Weston on back roads routes. There will be a short ride of between 20-25 miles that will go by two dams and Farm Pond traveling through Dover, Sherborn and South Natick.

South Shore Coastal Loop Fitness Ride

Sunday, June 29, 1997 - 6:45 AM

See June 1 for details.

South Shore Journey, expanded version

Sunday, June 29, 1997 - 9:30 & 10:30 AM

Ride Type: Arrowed **Leader:** Tom Schultheiss, 617-522-2833 [schult@bcmp.med.harvard.edu]. **Routes and Times:** 9:30 A.M. for 60 or (new this year) 80 gently rolling miles; 10:30 A.M. for 35 gently rolling miles. **Start:** Norwell High School **Directions:** From Route 3 South take Exit 13. Take left onto Rt. 53 North for 0.5 mile, then right onto Rt. 123 East for 0.8 mile, then take first right onto South Street. The high school entrance is on the right after 0.3 miles. **Highlights:** Beautiful roads and scenery, with coastline stretches, through the towns of Norwell, Cohasset, Scituate, Marshfield, Duxbury, Pembroke, and Hanover. And, of course, the French Bakery in Duxbury for lunch. Optional beach excursion in Duxbury.

Other Rides and Trips

New England Blind Stokers Tandem Ride

June 14, 1997

Calling all captains! we need you and your tandem(s) for this 18/40 miles. ride (and picnic) from Arlington, MA. Sponsored by NE Reg Ski for Light, a group that introduces blind people to vigorous outdoor activities by pairing with sighted enthusiasts. Contact: Laura Oftedahl at (617) 923-7768 before 9:00 p.m. or e-mail: Laura_Oftedahl@wgbh.org

Quabbin Country Weekend Tour

June 27 - 29, 1997

Enjoy scenic Quabbin Country in west central Massachusetts, with great rides from 12 miles to the 60-mile Quabbin roundabout. Maps and cue sheets. Or hike the Quabbin or the Holyoke Range, or swim, and look for Quabbin's eagles. Stay at Bullard Farm B & B and Conference Center. Varied terrain, from flat to some challenging hills. Total cost of trip is \$85 per person triple occupancy, \$110 double, in the Farmstead. Bunkroom style accommodations may be available in the Conference Center. Price includes greeter Friday night, two nights lodging, two breakfasts, and maps. Saturday supper at local restaurant. Bring two lunches, or buy same en route. Trip limited to 24. Leader: Jeanne Kangas, 508-263-8594 (before 9 PM) to register.

26th Annual Tour of Scenic and Rural Vermont (TOSRV-East) 7th Annual Mini TOSRV-East

June 27-29 1997

Sponsored by Eastern Massachusetts Council of American Youth Hostels. The full tour rides 102 miles from the HI-AYH hostel in East Jamaica, VT north to Waitsfield, VT on Saturday, and back on Sunday. The mini tour rides approximately 69 miles north from East Jamaica to Rochester, VT on Saturday and back again on Sunday. Both tours cover three moderate climbs enroute, not difficult with a triple chainring. We do not ride through any of the gaps, which are the most challenging climbs in Vermont. The scenery and beauty of these rides are unsurpassed, and the rides pass through many classic Vermont small towns and eateries. Some people have been coming back on this ride for 20 years. Cost of \$75 covers Friday night at hostel, Saturday B & B, Saturday dinner, Sunday breakfast, baggage and sag van, cue sheets and patch. Showers at the hostel will be available after the ride on Sunday. For complete information and a release form, which you need to fill out to come on the ride, send a self-addressed stamped envelope to: Jacek Rudowski, One Belnap Road, Hyde Park, MA 02136-1104. If you have questions about the weekend, call Jacek evenings at 617-361-5273. Registration checks and completed release forms should be sent to: Robin Schulman for the Full TOSRV-East and to Karen Bashaw for the Mini TOSRV-East, both at: 28 Third St., Maynard, MA 01754. Call Robin or Karen at (508) 897-5906 for registration info.

Tour de BOVINE

July 2-6, 1997

Back by popular demand, the second year of Bicyclists Over Vermont In Near Ecstasy. We'll meet in White River Junction Wednesday afternoon, then take Amtrak's Vermonter north to St. Albans, near the Canadian border. Thursday's ride is to Burlington, partly along beautiful Lake Champlain, with an option into Quebec. In Burlington we'll spend two nights in the Radisson Hotel, near downtown restaurants. Friday we ferry across the lake to ride in the foothills of New York's Adirondack Mountains, with some spectacular scenery, and return to Vermont via the Essex ferry. Saturday takes us over Appalachian Gap to Montpelier, and on Sunday we follow the White River back to our start. Daily distance is 55-65 miles, with longer options. \$350 trip fee includes 4 nights lodging in hotels and motels, train fare, road lunches each day, 2 breakfasts, sag van, T-shirt, maps and cue sheets. Leaders: Arnold Nadler H: (508) 745-9591 Charles Hansen W: (617) 572-0277

5th Annual Velo New Hampshire

July 4th Weekend, 1997

Come spend your Fourth of July holiday weekend doing long hilly rides to justify feasting on enormous amounts of food in the White Mountains of New Hampshire. This annual trip is headquartered at Applebrook B&B in Jefferson, N.H., with additional accommodations at the Jefferson Inn, a short walk away. Rides offered include various 200K rides descending most of the gaps in the area. For those not wanting a long ride everyday, most rides have shorter options, and there is great hiking nearby, as well as swimming or even shopping. There will be a traditional New England Clambake on Friday night, and an absolutely spectacular multi-course gourmet meal that Applebrook is so famous for on Saturday night. Accommodations are for Thursday, Friday and Saturday nights and breakfast is included. The cost is \$200 per person. The trip has already started to fill (with veterans), so it's best to call or e-mail to confirm space. \$60 deposit reserves your spot. Balance is due June 1. phone:508-256-1169 (evenings) e-mail: pamelab@pcdocs.com. Send deposit (\$60 per person made to CRW) along with an SASE to VeloNH c/o Pamela Blalock and John Bayley 114 Robin Hill Road Chelmsford, MA 01824

Velo Vermont '97

July 18-20, 1997

Join us for this popular weekend of challenging cycling in still beautiful, unspoiled Vermont. We'll be staying at an inn in Warren, Vermont with swimming pool and hot tub. Accommodations are two and four person units, with kitchenette and balcony.

Saturday and Sunday riders will choose from several routes of 40 to 100+ miles distance. Ride options vary from the Mad King Challenge route, with 9000 vertical feet, and four mountain passes, to a leisurely ride to Ben & Jerry's and maybe a stop at the water hole if it's hot. This is an ideal weekend for couples of differing abilities. All rides go through the best of scenic central Vermont. Total cost of trip is \$100 per person

quad occupancy, \$115 per person double occupancy. This includes two nights lodging, two breakfasts, Saturday night happy hour, Saturday evening dinner, and maps. Send full amount by July 1st, with your name, address, phone, any dietary restrictions. Call after that for last minute availability. Make checks out to Charles River Wheelman, and send a SASE. We will send out a poop sheet with information a week before the trip. Leaders: Jack Donohue & Susan Grieb 26 Fox Run Road Bedford, MA 01730-1104 617-275-3991 E-mail: jdonohue@world.std.com

Boston's North Shore to Quebec City

July 19-30

Seventh consecutive year. Eight days of classic, scenic cycling through MA, NH, ME, Vermont and Quebec. Approx., 450 miles, 50-70 miles/day, flat to hilly, Some longer options. Stay 1 night on the coast, 3 on lakes, 2 in the White Mountains and 1 in Quebec's Chaudiere Appalaches. Then four nights in cosmopolitan Quebec City with its French ambiance and great restaurants, staying in the luxury Loew's LeConcorde Hotel. Optional day rides and hiking nearby, \$875 includes 11 nights lodging in inns, motels and hotels, sag van support, return to MA by chartered motor coach, lunch food each bike day, several breakfasts and dinners, trip T-shirt, cue sheets and maps. Trip leader: Arnold Nadler, 508-745-9591. Co-leader: Jenny Robbins, 617-969-2924.

Boston area - Ottawa Tour

August 23 - September 1, 1997

End-of-summer supported tour to Canada's sparkling capitol, which has many cultural attractions and some 60 miles of paved bike paths. Cycle from west of Boston through the Green Mountains and the Adirondacks, with beautiful and dramatic scenery. Lodging in quality hotels and motels; road lunches and some breakfasts provided. Spend the weekend in downtown Ottawa with return by chartered bus on Labor Day. Estimated cost is \$700. Call for more info. Leader: Charles Hansen H: (617) 734-0720 W: (617) 572-0277

Tandem Bikers of New England

(T-BONE) Rides

We suggest calling the ride sponsors to confirm a ride, especially if weather is doubtful. Rides may not have lunch stops. We suggest that you carry food.

For a complete 1997 schedule, send \$3 to T-BONE c/o Linda & Bob Harvey, 16 Clinton St., Salem, NH 03079-2052.

Woodstock, Connecticut

June 7, Saturday 10:00 a.m.

Come to the Quiet Corner! Enjoy an exceptionally lovely ride along the back roads of the Northeast corner of Connecticut. We'll pedal up and down the rolling hills of Pomfret, Woodstock and Eastford for approximately 40 miles. Part of our ride will be on Route 169, recently nominated as one of the 10 most scenic roads in the United States. Just 4 miles short of the cars,

we'll stop at The Vanilla Bean for a great home-made lunch - and wonderful desserts! After the ride, you may want to visit Roseland Cottage at the Bowen House. Directions: Woodstock Town Hall, Route 169, just north of the junction of Routes 169 and 171. Sponsors: Ray and Kristie Foss; Questions: If in doubt about the weather, in need of more detailed directions, or just curious, call: 860-376-2717 or e-mail: fosses@aol.com

Vermont Inn Weekend - Father's Day

June 13-15

Ride in the most scenic areas of the northeast. The roads are well maintained, traffic is light and its a great place to complete a century as there are very few climbs along the river route. If you want more challenging rides with spectacular views you can head for the hills. Joint ride with Granite State Wheelmen. Lodging: Silver Maples Lodge and Cottages. Four rooms in the house and five cottages are being held until May 1. Rates are \$52-72 per room per night which includes a full continental breakfast. Telephone 800-666-1946 and mention GSW. Directions: Meet at the Silver Maples each morning at about 8:30. I-91 north to exit 15. Go approximately 1/2 mile south on Rt. 5. Sponsors: Don & Carolyn Lane, 45 School Street, Salem, NH 03079. Telephone 603-893-4766.

Carlisle, Massachusetts

June 15, Sunday 10:00 AM

There will be a long (about 40 miles) ride and a short route (around 25 miles) on quiet back country roads as well as a Father's Day Special (14 miles) kids route. Directions: Start: Hart Barn, Ski Touring Center at Great Brook Farm State Park in Carlisle. Take Route 128 to Exit 31B to Rts. 4/225 West (Bedford); Stay on 225 for 7.1 miles. to the traffic circle in Carlisle Center; Turn Right onto Lowell Rd (follow sign marked Chelmsford 5) for 1.8 miles., Stay Straight at sign for the Park and continue about 100 yards to Hart Barn (Ski Touring Center) parking lot on right. CAUTION: Dirt Parking Lot. Sponsors: Linda or Jamie King for more info. 617-325-1433.

Warehouse Point, Connecticut

June 21, Saturday 10:00 AM

25 or 40 miles through the rolling, rural tobacco valley of Connecticut. Possible stop at Trolley Museum. Pot-luck lunch after the ride. 20 mile ride starts at 10:00; 40 mile ride starts at 9:30. Easy with a couple of small hills. Visit the trolley museum. Possible off-road options. Bring your beverage and a dish for pot luck meal afterwards. A to L: snack or dessert; M to Z: salad or main dish. Meet at the home of Len & Liz. Directions: Directions to ride: From Rt. 91 take exit 45 onto Rt.. 140 west. At the first light, go left onto South Main St. Then take the 2nd left onto Spring St. (yellow brick house on the right). Sponsors: Len & Liz Chapman, 29 Spring St., Warehouse Pt., CT. 06088. Telephone 860-627-0729.

Bedford, Massachusetts

June 22, Saturday 9:00 AM

Ride to Fruitland's museum in Harvard, MA for brunch from leader's house in Bedford. RSVP if you plan to attend so we can let the restaurant know how many to expect. Directions: From US-3, take Concord St. exit toward Bedford. At about

one mile, turn left onto Spring Rd. (Concord St. makes a sharp right). Take first right onto Fox Run. Jack and Susan live about 6 houses down on the right. Sponsors: Jack Donohue & Susan Grieb, 26 Fox Run Rd., Bedford, MA 01730. Telephone 617-275-3991 (before 9 PM). E-mail: jdonohue@world.std.com

Strawberries & More Weekend

June 27-29

Fitzwilliam, New Hampshire is close to the Massachusetts border, just south of Mt. Monadnock. Ride plans include the favorite Swanzey Covered Bridge ride (five or six covered bridges within a few miles). Rhododendron State Park is 3 miles from Fitzwilliam. We plan to take a walk in this park at some point during the weekend. The park trails are tunnels through the rhododendron plants, which grow up to 20 feet high and bloom in late June or early July. The trails continue to the top of Little Monadnock. Directions: Rides will start about 9:00 AM both days from the front of the Fitzwilliam Inn, on route 119. Lodging: We've reserved 10 of the 28 rooms at the Fitzwilliam Inn until May 1. This old-time Inn has been in business since 1796, being on the main road from Concord, MA to Hanover, NH. Room costs are \$35/night (one person, bath in hall) to \$55/night (two people, private bath) plus 8% tax. Meals at the Inn cost about \$4 for breakfast, and \$13-\$20 for dinner. Make your own reservations by calling (603) 585-9000. Mention the GSW weekend, and remember space is limited and reserved for us only until May 1. The inn is long on character and being a circa 1796 inn, many of the rooms are small. Ride to the ride: We intend to arrive by bicycle carrying panniers. Adventurous teams are welcome to join us; we are likely to encounter some unpaved roads. Last year we plotted a route only to find that some of the roads we selected were abandoned in about 1850, although they do show up on a map. We will depart from our driveway on Friday morning and return home on Sunday morning. The distance is about 70 miles. Sponsors: Bob and Linda Harvey, 16 Clinton St., Salem, NH 03079. Telephone 603-898-5285. E-mail: RHarvey422@aol.com

HI - AYH June Rides

Mean Streets Combo

Sunday, June 1st at 10 am

4 hours, 40 miles, 400 turns! For those who can't make the evening Mean Street series, this ride combines four routes into an intense, exhausting tour of urban Boston. Mountain bikes or sturdy tires required. Limited to 20 riders; register for starting point location. Charles Hansen (617) 734-0720h, (617) 572-0277w.

Maine Hostel Bike Tour

Friday-Sunday, June 13th-15th

Stay in the Portland hostel Friday night. Saturday cycle 40-50 miles to the South Hiram home hostel (one couple room available), where we'll prepare our own dinner. After breakfast Saturday, ride 40-50 miles back to Portland. This is a non-supported tour, so you'll have to carry your own gear. Novice cycle-tourers are welcome. Limited to 10 riders, est. cost is \$35. Charles Hansen (617) 734-0720h, (617) 572-0277w.

"Cape in a Day (Plus One)" Century Bicycle Weekend

Saturday-Sunday, June 21st-22nd

This popular trip consists of a century bicycle ride from Boston to N. Truro (115 miles) or Eastham (95 miles) on Saturday, time to tour Provincetown or relax on nearby beaches Sunday morning, and a ferry ride back to Boston late Sunday afternoon. A sag wagon will carry our luggage and assist with any major bicycle breakdowns (Note: the sag wagon can carry only a few bicycles; please don't attempt this trip unless both you and your bike are prepared to complete the full 100 miles.) The cost of \$70 includes all meals Saturday, hostel lodging Saturday night, breakfast Sunday, and the ferry. To register, please send full payment (refundable until June 1st) along with your name, address, phone #'s and hostel choice (if any) to trip leader Seth Davis, 186 Palmer St., Arlington, MA 02174. For more information, call Nina Siegel at (617) 489-6248, or send a self-addressed stamped envelope to Seth.

Fitchburg Fun Rides, 1997

Bike at your own pace on town and country roads in scenic northern central Massachusetts, and then watch top cyclists from all over compete in a premier New England stage race, the Fitchburg LONGSJO Classic. The Fitchburg Fun Rides are Free, and you don't have to sign up ahead of time. Just show up, ready to ride. Helmets are required.

Fitchburg Fun Ride 1-4

Thursday, July 3, 1997

50 miles - 9:30 a.m., Best Western Royal Plaza, Route 31, Fitchburg, Mass. - Presented by Seven Hills Wheelmen. - Contact: Lynne Tolman, LTolman@ultranet.com, 508-831-0301. - Afterward, watch the Royal Plaza Time Trial.

Friday, July 4, 1997

50 miles - 9:30 a.m., Wallace Civic Center, John Fitch Highway, Fitchburg, Mass. - Presented by Gear Works Cyclery. - Contact: Gene Kalajian, 508-534-2453. - Afterward, watch the Aubuchon-Glidden John Fitch Circuit Race.

Saturday, July 5, 1997

30/60 miles - 8:30 a.m., Wachusett Mountain Ski Area, 499 Mountain Road, Princeton, Mass. - Presented by Nashoba Valley Pedalers. - Contact rts3@compuserve.com, 508-266-1NVP. - Afterward, watch the Wachusett Mountain Road Race.

Sunday, July 6, 1997

40 miles - 9:30 a.m., Fitchburg Art Museum, 185 Elm St., Fitchburg, Mass. - Presented by Seven Hills Wheelmen. - Contact: Lynne Tolman, LTolman@ultranet.com, 508-831-0301. Afterward, watch the Fitchburg Criterium.

Fitchburg Longsjo Classic race information: Ray Wolejko, 508-582-0226, longsjo@aol.com, fax 508-343-4281 311 Highland St., Lunenburg, MA 01462 <http://members.aol.com/longsjo/homepage/welcome.html>

Tour continued from page 1

continued and returned to Boston on May 27, having traveled, unsupported, approximately 360 miles covering territory that spans over Massachusetts, Rhode Island, Connecticut, Vermont, New Hampshire and Maine. They had shown that a three day closed-loop tour of the six New England states was possible.

The "Second Annual Tour of New England" was a celebration of this original accomplishment, and "The Tour", as it is often referred to by its veterans, has been held annually on the Memorial Day Weekend ever since. Jacek Rudowski was the original tour leader. To put it in a time frame, this was when derailleur-equipped bikes were called "10-speed" and cycling shorts were made from wool and chambray, unless they were touring shorts in which case they were cotton and had side pockets. It was before the term "mountain bike" was coined, and a year before Eddy Merckx had retired. It was against that backdrop of time that this extraordinarily challenging and scenic tour became the beginning of a new CRW tradition.

I did my first Tour of New England in 1980. In those days bicycle touring was done exclusively with touring bikes. Touring bikes were heavy, sturdy and slow. No luggage transport or sag wagon was provided by the tour organization. Looking back this seems odd, especially considering the level of physical challenge. But the omission of motorized support was not due to lack of imagination or shortage of funds, but it appeared rational and natural under the prevailing cultural norms. Remember that this was almost a generation ago. The identity of bicycle touring was understood as being imbedded in the beauty of self-reliant mobility and muscle-power. At the time, the idea of a "support van" for a three-day bicycle tour would appear to be as politically incorrect and intellectually irrational as the notion of helicopter support with live entertainment as part of a backpacking/hiking trip may appear today. Cycletouring meant that you packed your gear and went, often without a firm itinerary, with no other reason or excuse than to enjoy the scenery and the activity of cycling itself.

The Tour of New England was different. There was a lot of ground to be covered. There was the firm objective of touching

all 6 states in 3 days and the route was carefully laid out to make this possible. There was no margin of error. In a way this tour was ahead of its time. In its early years it was still conducted in the style of ordinary bicycle tours of the period. But on this tour you had to know what you were doing or else you were at the risk of missing dinner. The Tour of New England had the elements of a 1990s style athletic tour underneath the tour's contemporary and unassuming appearance. We didn't look it, but we were in our minds, all business. Whether we had the best of both worlds, or the worst, I am not sure. But Jacek's Tour of New England anachronistically contained both the old and the new philosophies of bicycle touring. In that crossroads I enjoyed it more than I enjoyed the genuinely low-key touring practices of the period, and I also liked it more than I like the high strung "power-touring" event that it is today, even though the scenery is now much better. This is perhaps because it has become, ironically enough, much too easy.

In 1980 a cycletourist carried, on his or her machine or body, everything that might become necessary to keep the system going for the duration of the trip. At the same time, the amount of weight carried on board had a significant impact on one's average speed. An important part of bicycle touring was the art of applying the best strategy to the particular conditions and carrying only what is necessary. The difference between the conservative "everything but the kitchen sink" approach and the daring "bare necessities" approach could be significant in speed and range. Furthermore, increased weight meant increased likelihood of structural failure, hence in actual practice excess weight was compounded by the weight of additional tools and spare parts, wheels with more and heavier spokes, bigger tires etc. In short, before motor support entered the scene, Tour of New England participants were engaged in the ultimate exercise in the combination of athletics and risk-management.

For my first Tour of New England the leader was Jacek Rudowski. There were 8 or 9 riders and two of them were women. This was considered rather extraordinary in those days, as it was not presumed, but rather proven by Debbie Fricks the year before, that women could accomplish and enjoy a tour full of physical challenges of such magnitude. We had

maps and cue sheets, but parts of the route was in back roads too small to be put on the map. Jacek had memorized them, but not well enough to give reliable directions. It was necessary for everybody to ride together through those parts, so when we got separated we needed to regroup later. Certain towns were designated for that purpose. This was common practice when touring as a group, the group traveling with the average speed of its slowest member. For ordinary touring this worked fine. But in the Tour of New England this meant that everybody including the slowest had to ride at what was then considered a fast pace that could be maintained only by exceptionally strong riders: 10 miles per hour including stops. That gave us 15 hours of riding time for the first day. For what we were carrying, this probably wasn't as slow as it appears now, but a good part of why we couldn't ride faster had to do with the same cultural differences: Bicycle tourists did not have as much training in speed and endurance. Bicycling! Magazine (That is how it was spelled in the seventies, with the exclamation mark) didn't run articles on lactate threshold or heart-rate training. There were no energy bars, athletic foods or drinks. Perhaps more importantly, as touring cyclists, we weren't used to riding hard. The intensity we ride today during club rides, training rides or fitness rides wasn't considered healthy. A rule of thumb was that if at any time you could not whistle a song while riding, then you were riding too fast and should reduce your effort. This was probably consistent with the idea that physical fitness was a welcome outcome, rather than the purpose, of riding bicycles.

In the early years the ride had at least two starting locations and times. One was 4 AM at the intersection of Routes 16 and 30 in West Newton. An earlier start, perhaps 3:15 was scheduled from Bob Fisher's house in Somerville. Generally city dwellers were expected to start at Bob's and meet the suburbanites in West Newton. I lived only 3.5 miles from Bob's home, but to be sure to get there on time I had to leave my home at some ridiculous time, perhaps 2:45 in the morning. On my first Tour, there was a third group who joined us on Rt. 16 in Mendon as we rode near Jerry Campbell's home. I think the meeting time with them

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Attention Ride Leaders

We're going to be ordering "gen-u-ine" crew ride leader jerseys to thank you. If you have lead a non-winter ride each year for the last three years, or if you are leading two or more non-winter rides this year, or if you have lead a ride series, you get a jersey.

Please send us your name, tell us what rides you have lead, which make you eligible, and tell us your jersey size in a Performance jersey. Also, the three Peters and Eric Ferioli need simply to send us their jersey size.

Please send this information via email or snail mail. The email address is barrynelson@alum.mit.edu. snail mail address is Barry Nelson, 65 Hillside Ave. Newton MA 02165.

We need to hear from you by the end of June 1997.



Northeast Area Tandem Rally (NEAT)

Avon Connecticut
July 25-27, 1997

Tour the scenic hills and valleys of the Farmington River Valley of central Connecticut. An elegant country hotel, the Avon Old Farms Hotel will be the site for the 1997 NEAT Rally. The hotel has been completely booked for our group of tandem enthusiasts. Several dozen rides ranging from short and flat to challenging and hilly should satisfy all tastes. These tandem rallies have a habit of filling up early, so for more information send a SASE to:

NEAT Rally PO Box 514 Unionville, CT 06085 (860)673-1181

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was 6:30 AM. We rode the first two hours before sunrise in light drizzle. The destination for the first day was Brattleboro, VT. The ride through the three-state corner (RI/CT/MA) up to Barre, MA was the same route as it is today, going by Thompson State Park and Wallum Lake. But after Barre the route was considerably different. The variations to Jacek's original route came as small improvements every year, but so many changes were made over the years that today the second and third days are probably not recognizable by veterans as being part of the Tour of New England.

As always I was fanatical about lightweight equipment, so I had a bike which I could lift. This is not necessarily true for all participants. A good touring bike weighed around 27 lb. as sold. When equipped with fenders and lights, racks, panniers, handlebar bag, pump and water bottles, the unloaded bike might weigh as much as a touring tandem weighs today. But that is just the beginning. For a 360 mile trip most people would pack their rigs to capacity with tools, spare parts, clothing and food. Two panniers and a handlebar bag was the minimum. Some also had another bag carried on top of the rear rack. Front racks were not uncommon. Most everyone including me had generator lights and fenders on their bicycles. I remember something about Jerry Campbell's bike weighing 75 lb. but I am not sure if this was rumor or fact. I recall that he had a pastel green Holdsworth which even looked better when fully loaded.

On the other end of the spectrum, there I was. I belonged to the "drilled-out tooth brush handle" school of bike touring. I would account for every ounce and leave it at home if at all possible. Eventually over the years I refined the system to carry as little as 5 lb. and toured with a racing bike with modified gearing. But on my rookie year I had two panniers and a handlebar bag, carrying only what was essential. This included, among other things, a cycling poncho. This was a waterproofed nylon rain poncho for cyclists, which attached to the brake hoods and the rider's legs by means of shock cords. It wasn't particularly heavy and packed well, but when it was in use the air drag was tremendous. Combined with fenders and mud flap, and nothing but wool underneath, you could ride in the rain all

day without water ever touching your skin; unless of course, you were sweating, but we were doing only 10 miles per hour. On the first day of my first Tour we did ride in the rain almost all day. I remember Dick Lewis replacing a broken spoke in his front wheel while the rest of us waited under an awning. Spare spokes were commonly carried strapped onto chainstays and some expensive touring bikes had brazed-on bosses for this purpose. From today's perspective it seems ironic that we, being some of the most competent touring cyclists in the area, were not expected to be able to average much more than 10 mph including stops, but we were, on the other hand, expected to be able to remove the freewheel and replace a drive-side spoke in a fast-food restaurant parking lot with only carry-on tools. We spent the first night in Susse Chalet in Brattleboro, which is now Motel 6. We arrived just before sunset as we had planned. The now famous Steak Out Restaurant was conveniently across the lawn from the motel's parking lot.

The second day was the hardest, covering 119 hilly miles across New Hampshire. We started riding early but not in the dark. The main challenge was to arrive in Dover, NH, not necessarily before dark, but at least before 9 PM. What's the hurry, you ask? Jacek had arranged with the motel management in Dover to keep the restaurant open until 9 PM, on the grounds that for us to make it there before their regular closing hour of 8 PM did not seem feasible. I remember one year we still missed it by half an hour. I called for pizza which was delivered from town and we had a pizza party in my room, an impromptu departure from our nutrition strategy. I think that it was my second year. The reason that we were late was that Jacek, who was still the only one among us who could get there by himself, had three flat tires in a row. The problem was not with his tube but with his casing. Even though several people offered him their spare casings, Jacek insisted on self-reliance, and fixed it using only what he had with him. This was

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Errata

The Web page reference for the Boston Brevet Series in the last issue is incorrect. The correct URL is:

<http://www.gjs.net/~bbs>

Little Jack's Corner

by Jack Donohue



When I'm riding my bike, I don't like to stop. This is beyond a simple idiosyncrasy, this borders on neurosis. For instance, I will ride along for miles

sweating profusely having over dressed rather than stop and take a layer off. Similarly, I'll ride along freezing my butt off while I've got a perfectly good windbreaker in my bag. The not wanting to stop thing also applies to mechanical problems.

I went for several weeks with my index shifting maladjusted. Every time I'd get on the bike, the first time I'd shift I'd remember that the shifter was off. To fix it, of course, would have required me to stop the bike, get off and spend 3 seconds turning the barrel adjuster. So I'd decide to fix it when I got home. Of course, when I got home I completely forgot about it, and the cycle was repeated for about two weeks, until one day I made the ultimate sacrifice, stopped the bike, got off and fixed it.

A similar problem occurred the other day as I was riding to work. I heard a telltale

thump, thump, thump coming from the rear wheel. Now, I've played this scene often enough to know what thump, thump, thump noises are about. This means that the tire is about to blow off the rim. But it was a particularly cold nasty day and I really didn't feel like mucking around with it. Besides, I'd already successfully ridden several miles with it without explosion. Maybe explosion wasn't imminent after all. And it wasn't, since I got all the way to Inman Square before it actually exploded. By then I was so close to work, that there was nothing to do but ride on the rim. In this particular case, it wouldn't have mattered too much if I had stopped, since there was a rather long gash in the sidewall, which I suspect was due to the brakes being misaligned. I discovered that on the way home when the spare tube blew out almost immediately. More riding on the rim practice.

I'd gotten quite adept in ignoring noises in my car. The solution is simply to turn the radio up until the annoying noise can't be heard. The moral equivalent for biking is to turn my walkman up.

Incidentally, The brakes hitting the tire noise is one you should pay heed to. It's

a rather easy one to ignore, since it only happens when braking (I practice I try to avoid, like stopping). However if you ignore the shushing sound of brakes hitting sidewall, this will eventually be followed by the thump, thump, thump noise and the very soon, the BAM noise.

Then there's the graunch, graunch noise you hear emanating from the freewheel. When you hear this one, there's a better than even chance the freewheel will soon start freewheeling in both directions. This makes for mighty slow going.

There's a similar but quite distinct graunch, graunch noise that is a cry for help from a chain that's endured too many get wet, get cruddy, get dry, rust, cycles. This one I've managed to ignore for thousands of miles, but I'm thinking I should add a chain tool to my bag of tricks.

Then there's the ssssss noise that usually means the wheel is touching something it shouldn't. I ignored one of these long enough once to wear a nice hole in my commuting duffel bag. Well, maybe this is a feature, it does air the thing out a bit.

Letters to the Editor

On Sunday, April 27, I had a flat tire towards the end of the 35 mile ride with the CRW. I stopped, knowing that I would need help, partly because it was the rear tire, more difficult to get off the bike, and back on. Within minutes, a rider came along and willingly stopped to help me. Other riders came by, nearly all offering help or tools. When the tire change turned out to be a bigger hassle than expected, we had a group of 8-10 people, all lending either hands-on help, advice, or humor. What a good group the CRW is — the men and women each has some particular bit of knowledge or equipment and no one hurried off. This repair wound up taking about an hour, and I had a half dozen or so sticking it out to the end. Thank you all for your extremely friendly manner, Doug Ling for his patience, Jacek Rudowski for the final brake-through, and others unnamed. It was a wonderful spirit I saw that day.

Sue Scheible

Dear Publisher,

Hello! We are currently seeking a team of 45 experienced bike mechanics to provide bike repair support to our Riders. Please take a few moments to read about an event that can change the lives of all who participate. Boston - NY AIDS Ride presented by Tanqueray is a 275 mile, 3-day non-competitive bike ride from Boston to New York City.

6,282 riders raised over 13 million dollars in the first two years of the Boston-NY AIDS Ride, and now we need your help to make this year's Ride even more successful. This would include holding special orientations on the AIDS Ride, distributing information (fliers, posters, brochures), and/or conducting "out-reach" for riders, crew and volunteers. You can help us stress the importance of the Ride, HIV/AIDS issues and the services offered by the benefiting organizations. We need to reach everyone- employees, members, readers, customers, friends, family, EVERYONE.

During the months before the Ride, we will register over 2,500 riders and be assisted by over 1,000 volunteers, so our promotion efforts are critical. Your sponsorship and support would be greatly appreciated.

We thank you for your time and consideration of this request and look forward to working with you on this effort in the near future.

Sincerely,

Kevin Muir

Crew Director, Boston-NY AIDS ride
(212) 242-7433 ext. 224

There has been a discussion about changing the name of our organization to reflect our true nature.

This is an excellent idea. So I spoke to many of my non-cycling friends, relatives and co-workers to get their opinions.

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more a matter of principle than necessity. Jacek's spare had some miles on it, and a sizable cut which was earlier repaired with "barge cement". When he repaired his third flat it was already dark. Then it started to drizzle. Some time thereafter Gill Eisman reported a broken rear derailleur cable. By that time it was pitch dark, and she didn't want everybody to stop and wait once again. She decided to continue in her smallest cog until we got to the Motel. If you have done this tour then you do know what it means to do the last 15 miles of the second day in your second highest gear. Now imagine doing the same while carrying about half your weight's equal in panniers.

One of our problems was to find our way. Another was visibility and safety for ourselves. On wet tar our generators did not cast as much light as we desired. It appeared that I had the best headlight (Union Halogen with Sanyo generator) and Bob Fisher had the best taillight (Berec with 4.5 volt battery). We formed a string of white and red lights with me up front and Bob at the back. Jacek was just behind me and called the turns. He had an amazing ability to lead us through the darkness. He would say things like "left turn after a red barn in half a mile" when visibility was 30 feet. How he knew where we were I have no idea. But we didn't make any wrong turns. After that year we all had accurate cue sheets. The Motel in Dover has changed hands so many times that I don't remember whether it was Ramada Inn, Quality Inn or Friendship Inn at the time. In following years there were times when most people would make it before 9 PM but some would roll in afterwards. I once ordered a take out meal from the motel restaurant for my roommate who came in after the deadline. This motel/restaurant is at a highway interchange several miles before we reach town and there is no other eatery in the area.

In 1989 Jamie King became the tour leader. He moved our second night accommodation to downtown Dover and the tactical challenge of finding food was eliminated. By that time the general pace of the tour had also increased considerably, but I do remember some riders still arriving after dark. To put this to perspective, over the years arrival times in Dover have become as early as 2:30 PM. My earliest arrival is 4 PM. Today the route

of the second day between Keene and Epping has completely changed. Also, augmenting our nutritional needs with a fundraising breakfast at a volunteer fire station about 10 miles into the ride has become a new tradition. Connecticut River puts a natural barrier into our path. To make the route as short as possible we used to stay mostly on main roads. The two bridges we could use were in Nashua or Manchester. The ride through Manchester includes countless traffic lights, and one could easily get lost in the city. I preferred the southern option through Nashua, but just outside Nashua traffic was hectic. After Jamie became the tour leader we started seeing some changes which were variations on the northern route. We didn't go through the downtown sections and avoided the busiest streets of Manchester. Then we had a new route which avoided Peterborough. The present route of secondary roads through Hancock and New Boston is a delight in comparison to the old routes. Surprisingly it ends up being not much longer, either.

The third day is the shortest. It used to be even shorter, about 85-90 miles depending on where you started. Now it seems to be more than 100 miles. The brief incursion into the state of Maine remained unchanged. The original route included Rt. 28 in Massachusetts which is avoided now. Instead, the tour now follows Rt. 1B along the coast. On my second year I remember that in Haverhill Dick Lewis stripped a freewheel (more specifically he sheared the splines off one of the earliest designs of the Shimano 600 freehub). This was the kind of failure that there was no way to repair with carry-on tools. What we needed was a bike shop during Memorial Day holiday. This seemed impossible. We were trying to figure out how to obtain the home phone number of a local bike mechanic. As we were looking for a pay phone, a red van pulled up and the driver asked if he could help. We asked him if he knew anybody who rode bicycles. It turned out that he rode quite a bit himself and owned the biggest Schwinn dealership in Massachusetts. We just couldn't believe our luck. He opened his shop. Dick

bought a whole new rear wheel and continued with the trip.

With the changing times and Jamie's leadership the ride has become easier than it used to be, and many more people are enjoying it now. Typically 25 - 30 people do the ride every year. But it still is a very challenging trip. The terrain is hilly, especially across New Hampshire. To ride 120 miles a day three days in a row in hilly terrain is still not an easy task for the uninitiated. The weather can be unpredictable. In the first year of luggage transport it got very cold and wet in the afternoon. I remember riding next to shivering riders with bare limbs who wore trash bags for 40 miles while their Polarfleece and Gore-Tex clothes, hats and gloves traveled ahead of them in a heated mini-van. In the 17 years that I did the trip the temperature extremes have been 100 degrees and 39 degrees. Both of these temperatures were reached on the same trip, about 30 hours apart.

In 1988, I invented a longer version of the self-supported tour by starting and ending in Oxford instead of the Boston area. In this 470 mile long "Tour of New England Plus" I added to my itinerary New York to be the seventh state to be covered in three days. I carried no lights and on Saturday rode 190 solo miles between sunrise and sunset to arrive in Brattleboro where I met with the regular tour. I went northwest over the Berkshires into New York, took Rt. 22 North and went back east on Rt. 7 which becomes Rt. 9 in Vermont. The following year Lindy King did the same route with me. I thought that as the tour became more athletically oriented and had van support this longer and hillier option might gain popularity, but it didn't.

One thing that hasn't changed is the festive food party at the end. It used to be at Bob and Joan Fisher's home in Somerville. Now the tradition is moved to Jamie and Lindy King's home in West Roxbury. The amount of pizza consumed has increased as did the number of tour participants, but nothing else has changed otherwise. It is still held in the same happy atmosphere of celebration, and rightfully so.



April Mileage Totals

0 4 8 2 7 1

	Miles	M	C	K		Miles	M	C	K
Melinda Lyon	3871	3	2	2	Ed Trumbull	673			
Jack Donohue	3189			1	Gabor Demjen	672	1		
John Bayley	2980	1	1		Elisse Ghitelman	652			
Ed Hoffer	2032				Enric Bou	647	2		
Gerald Goode	1975				Rich Whalen	635			
Joe Repole	1859	4	4		Mike Byrne	488	1		
Mike Kerrigan	1847	2	1	1	Harry Wolf	438			
Rich Fields	1735	3			Jim Broughton	416			
Ken Zaniewski	1675				Jamie King	380			
Jim Merrick	1576				John Allen	355			
Ken Hablow	1536	1	1		Doug Cohen	325			
Pamela Blalock	1503	1	1		Jeff Luxenberg	322			
Fred Kresse	1463	2			Susan Grieb	304			
Tony Richard	1314	1			Telford Tandem	301			
Osman Isvan	1289	3	1		John Kane	274			
David Wean	1253				Jim Balson	200			
Bob Sawyer	1190				George Caplan	107			
Bruce Ingle	1160				Jacob Allen	101			
Glenn Ketterle	1116				Jacek Rudowski	100			
Richard Buck	1116	1	1		Jean Jones	83			
Joe Marcal	1024				Sandra Merrick	77			
Irving Kurki	896				Barb Burri	57			
Jim Goldman	820				Tracy Ingle	47			
Peter Knox	722	1	1		Sara Luxenberg	40			
Robin Schulman	706				Jared Luxenberg	32			
Robert Comeau	676	3			John Springfield	22			

WELCOME NEW MEMBERS

Teresa Bleser	West Newton
Steven Blum	Westboro
Stephen Bolton	Newton Upper Falls
Elizabeth Breuer	Brighton
Alison Brownlie	Brookline
Daniel Butler	Marlborough
Nancy Cole	Belmont
Karen Elhai	Watertown
Andrew & Laura English	Natick
Arlene Evans	Wellesley
Lori Glennon	Melrose
Nancy Goodman	Brighton
Gary Greenberg	Newtonville
Michelle Grenier Michael	Malden
Mark Haddon Sos Eltis	Newton
Corner Richard Harjes	Brookline
William & Cynthia Haynes	Bedford
Stephen Hopkins	Arlington
Sue-Ellen Howe	Boston
Jason Kahn	Brookline
Robert Knecht	Lexington
Kevin & Lori Mendik	Carlisle
Edie Miller Andrew Jirak	Arlington
Lynn Murray	Salem
Mary Mutryn	Needham Heights
Ken Persing	Brookline
Frances Pheeny	Watertown
Mark Sayuk	Waltham
Burt & Bennett Schein	NewtonCentre
Anne Serrell-Jones	NewtonCentre
Jennifer Smith	Brookline
James Sullivan	Wakefield
Craig Szeman	Boston
David Webster	Needham Heights
Karen Willis	Chelmsford

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 centure, 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.

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I found that they were in unanimous agreement, that anyone that rides a bicycle after they are old enough to obtain a driver's license, is completely out of their mind.

With that in mind (or out of it), I suggest that we change the name of our club to Charles River Weirdmen.

Eric (Bicycle Bozo) Ferioli



Apprentice continued from page 1
person could perform is giving the ride introduction/safety speech at the beginning of the ride. He/she would not necessarily be involved in other aspects of the ride, or even necessarily do the ride, just talk the talk.

We've got a couple of openings now, and we'll be canvassing ride leaders in the coming weeks. So, if you think you'd like to help out with some of this, send me an E-mail (jdonohue@world.std.com) or call (617-275-3991) ask for Jack or Susan, and we'll try to match you up with a leader. Let me know what you'd be interested in doing, preference for ride location, dates, etc.

□□□□ □□□□ □□□□□□□□

Call these numbers to find out what's going on in other area clubs:

North Shore Cyclists

508-256-7282

Nashoba Valley Pedalers

508-266-1NVP



THESE FINE BIKE SHOPS OFFER DISCOUNTS TO CRW MEMBERS

Ace Wheelworks 145 Elm St., Somerville	776-2100
Back Bay Cycles 333 Newbury St., Boston	247-2336
Belmont Wheelworks 480 Trapelo Rd., Belmont	489-3577
Bicycle Bill 253 North Harvard St., Allston	783-5636
Bicycle Classics 1329 Highland Ave, Needham	455-0590
Bicycle Exchange at Porter Square 2067 Mass. Ave., Cambridge	864-1300
Bicycle Workshop 259 Mass Ave., Cambridge	876-6555
Bike Express 96 N. Main St. Randolph	800-391-2453
Brookline Cycle Shop 324 Washington St., Brookline	232-0775
Burlington Cycle & Fitness 330 Cambridge St., Burlington	272-8400
Chelmsford Cyclery 7 Summer St., Chelmsford	508-256-1528
Community Bicycle Supply 496 Tremont St., Boston	542-8623
Cycle Center 910 Worcester Rd, Rt. 9, Natick	508-653-6975
Cycle Lodge 1269 Washington St., Hanover	829-9197
Cycle Loft 28 Cambridge St., Burlington	272-0870
Cycle Sport 1771 Mass. Ave., Cambridge	661-6880
Dedham Cycle and Leather 403 Washington St., Dedham	326-1531
Farina Cycle 61 Galen St., Watertown	926-1717
Fat Dog Pro Shop 940 High St., Westwood	251-9447

Ferris Wheels Bicycle Shop 64 South St., Jamaica Plain	522-7082	Marblehead Cycle 25 Bessom St., Marblehead	631-1570
Frank's Bicycle Barn 123 Worcester Tpk., Westborough	508-366-1770	National Ski and Bike 102 Washington St., So. Attleboro	508-761-4500
Frank's Spoke 'N Wheel 119 Boston Post Rd., Sudbury	508-443-6696	Northeast Bicycles 102 Broadway, Rt. 1, Saugus	233-2664
Freewheelin' Cyclery 877 Main St., Waltham	894-2768	Peter White Cycles 114 Central St., Acton	508-635-0969
38 North St., Hingham	749-9587	St. Moritz 475 Washington St., Wellesley	617-235-6669
Harris Cyclery 1355 Washington St., West Newton	244-1040	Ski Market, Ltd. Boston, 860 Commonwealth Ave.	617-731-6100
Highroad 80 Montvale Ave., Stoneham	438-5433	Danvers, Endicott Plaze	508-774-3344
International Bicycle Center 551 Washington Street, Weymouth	331-2453	Braintree, 400 Franklin St.	617-848-3733
89 Brighton Ave., Allston	783-5804	Burlington, CrossRoads Ctr.	617-272-2222
66 Needham St., Newton	527-0967	Framingham, 686 Worcester Rd.	508-875-5253
King Cycle 198 Great Rd., Bedford	275-2035	Auburn, 322 South Bridge St.	508-832-8111
Landry's Cycling and Fitness 303 Worcester Rd., Framingham	508-875-5158	Town and Country Bicycle 67 North St., Medfield	508-359-8377
276 Turnpike Rd., Westborough	508-836-3878	Travis Cycles 1 Oak St., Taunton	508-822-0396
Lincoln Guide Service 152 Lincoln Rd., Lincoln	259-9204	722 N. Main St., Brockton	508-586-6394
		Two For The Road Georgetown Plaza, Georgetown	508-352-7343

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

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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.

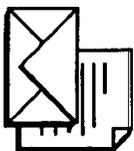
CRW Membership Fees*	1 year	2 years	3 years	Additional contributions to CRW (\$1, \$5, ...) are greatly appreciated!
Individual	\$35	\$67	\$99	
Household	\$40	\$76	\$112	

*Contact Bob Hug at 617-899-3929 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 Bob Hug, P.O. Box 854, Bedford, MA 01730

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

- | | | |
|---|---|---|
| <input type="checkbox"/> Ride Leader | <input type="checkbox"/> Publicity | <input type="checkbox"/> Legislative Action |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Membership | <input type="checkbox"/> Newsletter |
| <input type="checkbox"/> Host a post-ride party | <input type="checkbox"/> Special Events | |
| Other _____ | | |



Renewal or Change of Address?

Don't miss a single issue of WheelPeople! Send your renewal or change of address to our Membership Coordinator:

Bob Hug, P.O. Box 854, Bedford, MA 01730