

Wheel People

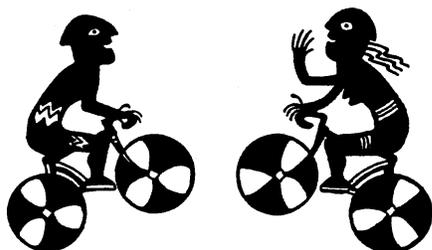
Newsletter of the Charles River Wheelmen

On the roads of New England since 1966

Volume XXIII Number 4 April, 1999

Introducing ... The New Intro Rides Series

While we've got all sorts of fitness rides for fast riders, we haven't been able to offer rides specifically geared to the newer, slower riders since Susan Broome's Intro Rides series of several years ago. This gap has been filled with a kinder, gentler ride series hosted by the triumvirate of Fred Kresse, Eli Post, and Elizabeth Wicks. The rides will be held the first and third Saturdays, April through July at Nahanton Park, home of the Tuesday and Saturday fitness rides. Check out the "Recurring Rides" section for details.



Spice Up Spring!

Curry up! Cumin join the CRW at Little India at 475 Moody Street in Waltham to kick off spring. DATE: Monday, April 5 (reserve by April 2). TIME: 7:00 P.M. DIRECTIONS: From Route 128, take exit 20 towards Waltham. Make a right on Moody Street. Travel several blocks. Restaurant is on right before traffic light. Phone: 1-781-894-8755. Call Barbara Bix by April 2 at 617-964-8193 or e-mail hcmkgplus@world.std.com to reserve your space.

Getting to Know You

We'd like to find out some general information about new members, like how they learned about the club, cycling interests, etc. New members will receive a printed questionnaire in their letter with their membership card. This information can also be submitted on-line by filling out the form at: <http://crw.org/surveycard.htm>. If you've joined CRW within the last year, we'd like to hear from you as well. So take a moment to fill out the form, it will help us in figuring out how best to serve you.

Saturday Rides: Good News, Bad News

The good news is that we have a new Saturday Rides Coordinator, Bill Aldrich. Bill's been a CRW member since 1984 and was our Rails to Trails Coordinator for seven years until the position was eliminated in 1994. The bad news is that he may have nothing to coordinate, since we've had virtually no volunteers for Saturday rides. Our VP of rides, Barry Nelson, is single-handedly carrying on the program. If you'd like to remedy this situation, sign up to lead a Saturday ride. They're pretty painless, since you don't necessarily have to arrow them. The minimum is just to show your smiling face, and hand out maps from last Sunday's arrowed ride. What could be easier? To lead, co-lead, host, or help in some other tangible fashion with Saturday or Sunday rides, call or e-mail: Barry Nelson, VP of rides, (617) 964-5727, BarryNelson@alum.mit.edu; Bill Aldrich, Saturday Rides Coordinator, (617) 964-5184, waldrich@world.std.com; Jim Sullivan, Sunday Rides Coordinator, (781) 245-1772, james_sullivan@putnaminv.com.

New on the Web

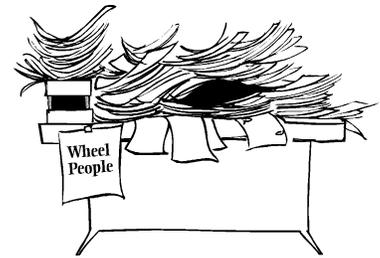
Our cue sheet database has been expanded to include the cue sheets for the GEAR '98 rides and our dedicated map-maker, Sharon Gowan, has completed the maps for these rides. Check out other early breaking news items in our "CRW News" side-bar —articles often appear there before you read it here. <http://crw.org/>.

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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 Sunday rides, are arrowed in advance, and maps or cue sheets are generally provided. There are also rides each Saturday and during the week. 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

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

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.

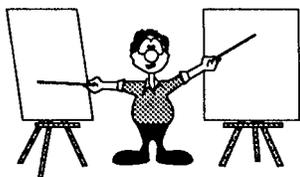
Insurance

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.			

CRW Board Meeting Minutes



March 3, 1999

Membership: 931 Total; 20 expired; 11 New; 19 Renewals.

Jack presented a graph indicating a noticeable downward trend but indicated that current level of membership has only a minor impact upon club finances. Discussed techniques for encouraging membership— youth, bike shops, etc. Member Directory's second notice has been published and directory will be made available to CRW members. Hard Copy will be available, upon request, of club members for a \$3.00 fee.

Finance: Michael is developing a quarterly budget and expects to complete this task within the next few months. Don reviewed club finances. Due to annual expenses, balance is in good condition, but slightly down from last month.

Government Relations: George is working to make Mass. Highway Dept. Public Hearings more accessible for CRW members, and indicated 3 bills filed for 1999. Legislative Sessions will be summarized in a separate article.

Rides: Sunday Rides schedule is mostly filled. Saturday rides are in jeopardy. All volunteers are welcome. Jerry Goode is coordinating Tour of New England and Hills and Hollows. Rosalie reported that "Invitational Ride" registrations are rolling in. Century dates have been confirmed— May 16, 1999 and September 12, 1999.

Committees: Volunteer Party and Rides Committee Party (March 28) are on track, and Social Committee is planning ongoing events.

WheelPeople: Articles in March 1999 issue of *WheelPeople* were commended.

Affiliations: Reviewed benefits vs. costs for affiliation with Adventure Cycling Association, HI-AYH and others. With opening of T-BONE web-site (<http://members.home.net/www/tbone>) will allow CRW to clarify boundaries between CRW and T-Bone rides.

Ride Conduct: Agreed that all CRW rides must be conducted in full accordance with state and local traffic regulations. Ride Leader Guidelines will be reviewed to see if this is stated.

Respectfully submitted,
George P. Eckert Jr.
Acting Secretary

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.

Government Relations Report

by George Eckert, Jr.

Details of the following legislative issues are slow in arriving from the State House, however you are encouraged to ask questions and express your opinions on these bills to your elected officials, even if they are not listed as sponsors of the legislation. Early information on House #1051 suggests helmet requirements will be expanded to cover riders in the 13-18 year-old category. With the approaching elections, this is a great time to remind candidates as well as your state Representatives and Senators that you prefer to vote for them when they support bike-friendly legislation.

1. SENATE, NO. 342: Petition of Robert S. Creedon, Jr. for legislation authorizing the State Racing Commission to promulgate rules and regulations for the conduct of motor vehicle, bicycle or motorized bicycle racing within the Commonwealth. <http://www.magnet.state.ma.us/legis/history/s00342.htm>

2. SENATE, NO. 165: Petition of Brian P. Lees, Henri S. Rauschenbach, Michael R. Knapik, Richard R. Tisei and other members of the General Court for legislation relative to the penalty for conviction of assault with a dangerous weapon from a motor vehicle, motorized bicycle, or bicycle. <http://www.magnet.state.ma.us/legis/history/s00165.htm>

3. HOUSE, NO. 1787: Fitzgerald. Petition of Kevin W. Fitzgerald, Elizabeth A. Malia and Anne M. Paulsen for legislation to provide for bicycle parking spaces. <http://www.magnet.state.ma.us/legis/history/h01787.htm>

4. HOUSE, NO. 1128: Petition of Anne M. Paulsen and other members of the General Court relative to improving bicycle transportation. <http://www.magnet.state.ma.us/legis/history/h01128.htm>

5. HOUSE, NO. 1051: Petition of John H. Stasik and other members of the General Court for legislation to further regulate the use of bicycle helmets. <http://www.magnet.state.ma.us/legis/history/h01051.htm>

The Massachusetts Highway Department now offers a very helpful web page listing the important 25% design stage public hearings that Bob Sawyer emphasized so often. <http://www.magnet.state.ma.us/mhd/pubhrrng/public.html> contacted and am working with Staff at the Mass Highway Dept. to improve the Public Hearing web page so it is even more beneficial. Since URLs are difficult to remember, please look for updates on the CRW Government Relations web page: <http://crw.org/GovtRelations.htm>. Feel free to relay any questions, comments, or inquiries to me at 508-653-6913 or ggeckert@worldnet.att.net.

Tip of the Month

Those used paper towels from the kitchen can serve double duty in the garage, since a little spaghetti is nothing compared to the gunk that comes off your chain. You can reuse them for bike cleaning tasks until they're saturated with grease and completely black— then they're a good candidate for the trash.



The Rides Calendar

April, 1999

On all CRW rides, please arrive at least 15 minutes before the published ride starting time. It is recommended that you bring a 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 10 a.m. 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.

RECURRING RIDES

Sundays

Morning Fitness Ride - South Shore Coastal Loop

Starts April 4 - Start time: 6:45 AM

Ride: Arrowed routes of 37 & 50 miles. Maps and cue sheets available in addition. Description: 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. The 37 mile route includes Rockland, Hingham, Norwell, Scituate, and Cohasset with a coffee stop in Scituate Harbor at mile 15. The 50 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. If you're interested in riding to the ride from the Boston area, call Mel. Leaders: Mel Stoler (h) 617-277-5180, (w) 617-727-4923 x360. Mel.Stoler@state.ma.us; and Ted Lewis (h) 781-279-4909, (w) 978-777-5203 x131, TedL@microscript.com. Location: Park'nRide lot, Rockland. Directions: Take Rt. 3 to Exit 14 (Rt. 228) in Rockland. Turn left at end of exit ramp and park in the Park'nRide lot. You won't regret setting the alarm. Call to confirm. Space unlimited.

Tuesdays

Pace Line Clinic at Nahanton Park

Starts April 6 - Start time: 6:00 PM SHARP!

What: A set of organized, cooperative, and friendly pace line clinics designed to demonstrate and practice smooth and safe group riding techniques. Multiple clinics will accommodate different groups at various average speeds. "Attacking", racing, and other aggressive or disruptive behavior is frowned upon. Ride: Arrowed routes of 19 and 28 miles. Leader: Pete Knox (617-731-5944). 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 SECOND parking lot for Nahanton park. Rides leave from the main parking lot. Note the City of Newton has requested that we park our cars in the satellite parking lot and not the main lot where the ride starts. Note: Many evenings we will return after sunset. N.B. State law requires a white

front light, a red rear light, and ankle reflectors after sunset. Be safe. Be seen.

Wednesdays

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 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.

Thursdays

Fitness Ride at Hanscom Field

Starts April 15 - Start time: 6:00 PM SHARP!

Ride: Arrowed routes of 16, 25 & 35 miles. Description: The short ride winds through Bedford, Concord, and Carlisle. The long ride of rolling hills adds Westford and Chelmsford. Leader: Peter Mason (781-646-5106). Location: LG Hanscom - General Aviation Airport. 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 General Aviation Airport (about 3/4 miles).

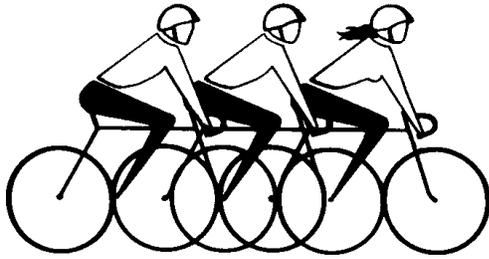
Thursdays

French Picnic Rides

Start time: 10:30

Ride: Join us for a mild paced 20-30 mile ride through the New England countryside and stop for a classic French picnic in beautiful

spots. Silver, crystal, and table cloth are a must. This ride is not for brown baggers. Call Scott Chamberlain (508-785-0214) for ride starting point. The ride goes rain or shine.



Saturdays

Morning Fitness Ride at 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) [mark@kurzweiled.edu]. 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.

Saturdays

Saturday Introductory Rides

1st and 3rd Saturdays, April through July

Start time: 9:00 AM SHARP!

Please arrive early enough to be ready to go at 9AM

Ride: This is a group ride. We will stay together. The ride follows arrowed routes used on the Tuesday and Saturday Fitness Rides. We'll do the 19 miler, but the 28 and 42 are options. The roads are scenic and rolling mainly in Needham and Dover. Description: These rides are for new people or those who just want to go easy. We will introduce you to club riding, to bike safety, and to cycling techniques such as spinning and riding in a paceline. From these rides you will be able to "graduate" to CRW's fitness rides and to the Sunday rides. Leaders: Fred Kresse (781-444-1775/drz@xpres.net), Eli Post (617-547-6778/elipost@mediaone.net), Elizabeth Wicks (617-928-0447/Etwicks@aol.com). Location: Nahanton Park, Newton. Directions: From 128 take Exit 19A toward Newton. At the first light go right onto Second Ave. Follow this through a left turn to Fourth Ave. Go right on Fourth to the end. Go left onto Kendrick and cross over the Charles River. Nahanton Park lot is immediately on the left after the river.

CRW RIDES

April 3 - Saturday

Newton City Tour

Routes and Time: 10:00 for 22 miles. Ride type: Map and cue sheet. Leader: Barry Nelson (617-964-5727 [BarryNelson@alum.MIT.edu]). Start: Auburndale commuter rail station parking lot. Directions: From Route 128 take the exit for Route 30. Take Route 30 East toward Newton. At the first light bear to the right for Auburn St. The parking lot is on the right just after Woodland Rd. Highlights: Bring your golf clubs since we will be going by 6 country clubs. If it's warm, stuff a bathing suit in your jersey for a quick dip in the Chestnut Hill Reservoir.

April 4 - Sunday

The Bolton Orchards

Routes and Time: 10:00 for 35 and 51 miles. Ride Type: Arrowed (Orange Arrow), Leaders: Andy Meyer (603-427-5001) [asm@world.std.com], Penny Karr (617-661-9720) [pkarr@world.std.com]. Start: XRE Parking Lot, Littleton. Terrain: Rolling Hills. Directions: Take Rt. 2 West to exit 39, 1/4 mile west of the I-495 Interchange. Go right on Taylor street. In a half mile, turn left off Foster Street. Take the first right into the XRE parking lot. Drive around the front of the building and to the top of the hill and park near Taylor street. Highlights: A scenic tour through Harvard, Bolton, Littleton, and Berlin. The short ride features rolling hills, small back roads, and a some great views. The long ride features lots more hills, and goes past the Clinton Dam.

April 10 - Saturday

Walden Pond

Routes and Times: Long ride at 9:30 for 47 miles and short at 10:00 for 27 miles. Ride Type: Map & cue sheet. Leader: Barry Nelson (617-964-5727 before 9 PM) [BarryNelson@alum.MIT.edu]. Location: Auburndale commuter rail station parking lot. Directions: From Route 128 take the exit for Route 30. Take Route 30 East toward Newton. At the first light bear to the right for Auburn St. The parking lot is on the right just after Woodland Rd. Highlights: We take tranquil back roads through Weston, Wayland, Sudbury, and Lincoln. The lunch stop for the short ride is at the DeCordova Museum and Sculpture Park in Lincoln. There is an admission charge for the museum gallery, but the sculpture park is free. See <http://www.decordova.org/>. There is no place to buy food there, so bring your own lunch. The lunch stop for the long ride is in Concord Center, where there are many places to buy food. The long ride adds Acton, Concord, and Carlisle.



April 11 - Sunday

Spring Fling

Routes and Times: 9:00 for 48 miles 10:00 for 21 miles. Ride type: Arrowed. The arrow is white with a tail and no head - an upside down `Y`. Leader: Co-leader Needed! Call leader Leonard Cline, (508-429-6429 until 9:00 PM). Start: Holliston High School, Hollis Street, in Holliston. Directions: From eastern-most junction of Routes 126 and 16, in Holliston (near Bertucci's Restaurant), follow routes west into center of town. Just past the Town Hall and the green in front of the Congregational Church, turn right onto Hollis Street. The school is approximately 7/10 of a mile on the left. Highlights: See the colors of the MetroWest area on this ride through Holliston, Ashland, Hopkinton, Upton, and Milford. The long ride has some steep, but short, climbs, while the short ride is more rolling. Co-leader needed! Call leader if interested.

April 17 - Saturday

Fitness Ride Later in the Morning

Time and routes: 10:00 for 19, 28, or 42 miles. Ride Type: Arrowed (upside down WHITE T). Leaders: Linda and Barry Nelson (617-964-5727 before 9 PM, BarryNelson@alum.MIT.edu). Location: Parking lot at 95 Wells Avenue. Directions: Take the Highland St. exit off Rt. 128 toward Needham and Muzi Ford. Take a left at the first light onto Hunting Rd. At the next light take another left onto Kendrick St. At the next light, take a right on Wells Avenue. The 95 Wells Avenue parking lot is on the right hand side. Highlights: This ride uses the same route as the recurring Tuesday evening and early Saturday morning rides. The gently rolling route goes through Needham, Dover, Sherborn, and Medfield. Social riders who prefer a slower pace have the opportunity to discover the fantastic route that attracts hundreds of riders throughout the winter. Bring your own lunch since the route does not pass any stores.

April 18 - Sunday

Another Side of Carlisle

Routes and Times: 9:30 for routes of 62 and 40 miles, 10:00 for a route of 25 miles. Ride Type: Arrowed rides of approx. 62, 40 and 25 miles with cue sheet available. Arrow is white with a circle at the bottom. Leader: Rich Fields <richfields@mediaone.net> (781-646-4601). Start: Brigham's, Mill St. in Arlington Center. Directions: From 128; exit 29A East (Route 2 toward Cambridge. Take Route 2 east to exit 59 (Route 60). Take left onto Route 60 and go about 1 mile to Mass Ave. in Arlington Center. Take left onto Mass Ave. toward Lexington and go to first traffic light which is Mill St. Entrance to Brigham's is on the left down the hill. Highlights: A scenic ride through the towns surrounding Carlisle including Arlington, Lexington, Bedford, Chelmsford, Acton, Westford, Concord and Lincoln. This terrain of this ride is rolling with a few hills, notably Page Hill in Bedford and Trapelo Rd. in Lincoln. This ride should serve as a good tune up for the Spring Century which is only weeks away. The lunch stop will be at the Green in Concord Center, but save lots of space for ice cream at the end of the ride.

April 24 - Saturday

Any Place but Newton

Time and routes: 10:00 for 19, 28, or 42 miles. Ride type: Arrowed (upside down WHITE T). Leaders: Linda and Barry Nelson (617-964-5727 before 9PM, BarryNelson@alum.MIT.edu). Location: Parking lot at 95 Wells Avenue. Directions: Take the Highland St. exit off Rt. 128 toward Needham and Muzi Ford. Take a left at the first light onto Hunting Rd. At the next light take another left onto Kendrick St. At the next light, take a right on Wells Avenue. The 95 Wells Avenue parking lot is on the right hand side. Highlights: Notice how all the rides on Saturday start in Newton? Wouldn't variety be better? Unfortunately no one volunteered to lead a ride on Saturday this month. This ride uses the same route as the recurring Tuesday evening and early Saturday morning rides. The gently rolling route goes through Needham, Dover, Sherborn, and Medfield. Social riders who prefer a slower pace have the opportunity to discover the fantastic route that attracts hundreds of riders throughout the winter. Bring your own lunch since the route does not pass any stores.

April 25 - Sunday

Northern Exposure

Routes and Times: 9:30 for 55 miles & 10:00 for 33 miles. A 40 mile option can be done from either start time. Ride type: Arrowed with map and cue sheet for routes of 55, 40 and 33 miles, mostly rolling terrain. Leader: Ann-Marie Starck (617-923-6409) before 9:30 PM. Start: Byam School, Maple Road, South Chelmsford MA. Directions: Take Rt. 2 west to Rt. 27 North. Go 7.5 miles to the Kate's Corner Store in South Chelmsford. Turn left on Maple Road. Byam School is .2 miles on the right just opposite the Agway store. By bike, ride past Great Brook Farm in Carlisle, take the first left after the Hart Barn onto Proctor. Follow Proctor to South Chelmsford and cross Rt. 27 onto Maple Road. Highlights: Starting from Chelmsford, we ride through the towns of Westford, Dunstable and Groton. The long ride adds Hollis NH, Brookline NH, and Pepperell MA. The routes are mostly quiet rolling back roads. All routes return over Lost Lake Road in Groton. There is no common lunch stop. We bypass all the climbs into Westford.

April 29 - Thursday

Mean Streets: Fenway Plus

Route and Time: about 10 miles 6:00 PM. Ride type: Urban Evening ATB. Leader: Charles Hansen (H: 617-734-0720, W: 617-572-0277). Start: B.U. Metcalf Building, 590 Commonwealth Ave. (At the 'Explosion' sculpture). Directions: Storrow Drive to Kenmore exit. Take Comm. Ave. west to the first traffic light past Kenmore Square and park. Lowlights: Explore the Fens, the Longwood medical complex, and parts of the Jamaicaway and Brookline Village. Mixture of streets, alleys, bike paths, steps, sidewalks, and dirt - mountain or hybrid bikes de rigueur.

CRW TRIPS

Memorial Day Dash to Montreal

May 27-31

MDDM '99 - 15th Annual edition of a classic New England tour. Thursday night stay at a ski lodge near Montpelier, Vermont. Friday drive to Gordon Landing on Lake Champlain; park cars, put gear in sag van, and cycle north through the beautiful Lake Champlain Islands. Ride 75 flat miles to Montreal, where we stay in the downtown Youth Hostel. Saturday & Sunday are free days with many options - cycling, cultural and otherwise. Monday ride 75 miles back to the cars on the New York side of the lake, ending with a short ferry ride. NOTE: Although there are no hills, this can be a tough ride due to strong headwinds! \$150 trip fee includes 4 nights lodging, 4 meals, sag support, tour T-shirt and extensive literature. Call for info or to register. Leader: Charles Hansen H: (617) 734-0720 W: (617) 572-0277; E-mail: chansEn@jhancock.com



Tour of New England

May 29-31

Every year on Memorial Day weekend the CRW runs a three day bike ride through the six New England states. The first day the ride will start in MA and then it goes through RI and CT, back through MA and the ride will end in Brattleboro VT. The second day we ride from Brattleboro to Dover NH. On the third day we return to Braintree MA via ME. On the first day most of those riding stop for breaks in Uxbridge, Oxford, and we stop for lunch at the country store in Petersham. After cleaning up at the motel in Brattleboro many of the riders walk to the Steak Out restaurant for the all you can eat buffet. On the second day the Stoddard NH fire department runs an all you can eat breakfast that cost \$5. Stoddard is about 8 miles from the motel in Brattleboro. It is on the route to the motel in Dover. On the third day we go from Dover into ME and then down the coast of NH and MA. Upon finishing there is a pizza party in Braintree.

There are two starting points for the ride: they are Uxbridge MA (314 miles) and Braintree MA (356 miles). The cost of the ride will be \$85. The cost includes two nights in a motel (double occupancy), baggage transportation, detailed queue sheets and a party at the end of the ride. Anyone interested please call Gerry Goode at (781) 843-6283 or e-mail at Wsworked@aol.com.

Bicyclists Over Vermont In Near Ecstasy (BOVINE)

JULY 1 - 5

Fourth annual edition of this popular tour. We'll take the AMTRAK train north from White River Junction to St. Albans, VT. Train carries bike rack (no bike boxes needed). Then we'll have four days of beautiful, mostly quiet cycling in northern Vermont, with optional excursions into the foothills of New York's Adirondacks, into Quebec, and over the mega-challenging Appalachian Gap. Average about 60 miles/day with hills. Shorter and longer options available. \$375 includes four nights lodging with 2 persons/room (including two nights in the Radisson Burlington overlooking Lake Champlain), trail lunch food each day, some breakfasts, sag van support, train fare, trip T-shirt, and maps and cue sheets. Leader: Arnold Nadler, 978-745-9591. Co-leader: Charles Hansen, 617-734-0720.

VELO VERMONT '99

July 23-25

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 WHEELMEN, and send a SASE. We will send out a poop sheet with trip 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.

COME JOIN US FOR A SUPER SUMMER SATURDAY!

August 21

The Charles River Wheelmen invites members of local cycling clubs to join us for a day of riding in the beautiful country northwest of Boston, on Saturday, August 21, 1999, starting at 9 a.m. at the Littleton Youth Hostel (Friendly Crossways Hostel and Conference Center), in Harvard, MA. Three arrowed rides of approximately 20, 40 and 60 miles will be offered, with cue sheets and maps. A freshly-prepared sumptuous luncheon will be available for \$11 per person at the hostel, starting at 1:30 p.m. Showers will also be available at \$2/each (bring your own soap and towel). Those wishing to stay at the hostel the night before (and/or after) should contact the hostel

directly to make arrangements in advance (978-456-9386). Preregistration and payment is required for lunch. Please use the form below and send it with a check made out to Charles River Wheelmen for \$11 per person by July 15. (Form may be duplicated.) Please note that the luncheon is limited to 60. Directions to the hostel will be posted on the CRW web site (www.crw.org) in early August. Come join us to ride, socialize, eat, trade ideas for new rides, and relate experiences!

Name	_____		
Address	_____		
City	_____	State	_____ Zip _____
Club Affiliation	<input type="checkbox"/> CRW	<input type="checkbox"/> NSC	
	<input type="checkbox"/> GSW	<input type="checkbox"/> NVP	
	<input type="checkbox"/> HI-AYH	<input type="checkbox"/> SHW	
	<input type="checkbox"/> NEAC	<input type="checkbox"/> Other _____	
Vegetarian meal?	<input type="checkbox"/>		
Print and mail completed form, with a check for \$11 made out to <i>Charles River Wheelmen</i> , to: Rosalie Blum 11 Humboldt Ave. Burlington, MA 01803			
For more info, or to check on last minute availability, call or email Rosalie at (781) 272-7785; rblum@cfamisa.harvard.edu .			

OTHER RIDES AND TRIPS

For a Change of Scenery...

Sound Cyclist's Bloomin' Metric Century

May 16, 1999

One of the most anticipated cycling events in the Northeast each spring is Sound Cyclists Bicycle Club of Fairfield County's "Bloomin' Metric." It is one of the largest in the area. Last year over 2,200 riders participated. This year will be our 22nd running of the Bloomin' Metric and it promises to be spectacular. The 1999 Bloomin' Metric will be held on Sunday, May 16 at Luciano Park in Westport, CT. The variable length tour offers 25 mile, 75 km (46 mile), or 100 km (62 mile) routes along the beautiful, scenic road of southwestern Connecticut. The event will be held rain or shine. This year WEBC (FM 107.9)/WICC (AM 60) will be the major radio sponsor of the event. Part of our proceeds will help Connecticut SAFE KIDS, a nonprofit agency designed to reduce the incidence of unintentional childhood injuries and accidents - the number one killer of children. This is NOT a pledge ride, however. We're just doing a good deed and trying to have some fun while we're at it. For more information, call (203) 840-1757 or e-mail patkriss@aol.com. You can also check out the Sound Cyclist's web site at www.soundcyclists.com.

Bike Week Breakfasts

The Brookline Bicycle Advisory Committee is planning on providing three breakfasts for bicycle commuters during Bike Week in May. The breakfasts will be held: Monday, May 17 at Coolidge Corner, sponsored by Trader Joe's; Tuesday, May 18, in Washington Square, sponsored by Star Market and Watermark; Thursday, May 20, in Brookline Village, at the corner of Washington & Harvard Streets, sponsored by Stop & Shop. For more info or to help, people can call Bill Smith (617) 264-6480.

New England Blind Stokers Tandem Ride

June 12

Calling all captains - we need you and your tandem(s) for this 15/30 mi. ride from Lincoln Guide Service, Lincoln, MA. Sponsored by New England Region Ski for Light, a group that introduces blind people to vigorous outdoor activities by pairing with sighted enthusiasts. Contact: Mark Remaly at (781) 646-5861 or e-mail: mkremaly@tiac.net.

CAPE IN A DAY (PLUS ONE)

Century Bicycle Weekend

Sat - Sun, June 19-20

Join the Eastern New England Council of Hostelling International - American Youth Hostels on their annual Cape Cod ride. The trip consists of a century bicycle ride from Boston to N. Truro (120 miles) or Eastham (100 miles) on Saturday, time to tour Provincetown or relax on nearby beaches Sunday morning, and a ferry ride back to Boston late Sunday afternoon. The cost of \$75 includes four meals, lots of snacks, hostel lodging, sag wagon support for luggage and breakdowns, the ferry and a T-shirt. Send full payment (refundable until June 1st) along with name, address, phone #'s and hostel choice (if any) to trip leader Seth Davis, 186 Palmer St., Arlington, MA 02474. For more information, call Shari at (617) 258-1814, or send a self-addressed stamped envelope to the trip leader.

Memorial Day Weekend

May 28-31

This will be the 4th year we are going to Jeffersonville, VT, located 20 miles north of Stowe and near Mt. Mansfield. This is a great weekend for road and mountain biking as well as hiking. The Smuggler's Notch Inn has private rooms and baths and an outdoor hot tub and swimming pool. There is also a bar and restaurant. A locked storage area is provided. The Inn's owners are Jon Day and Cynthia Barber, CRW members. \$145 per person covers 3 bed and breakfasts and 2 dinners. Call the Inn to make reservations (800) 845-3101 or e-mail smugginn@pwshift.com. For more information call Cheryl Houston (508)753-4471 or Lainie Epstein (781)396-0680 before 9 PM.

Lighthouse Tour

July 17-23

Explore the dramatic coast, unspoiled fishing villages, and friendly people of Nova Scotia. Spend time on the Evangeline and Lighthouse Trails as you experience some of the best cycling anywhere. Find out why Nova Scotia is THE top cycling destination! Rider limit 250. Fully supported. Join us for one or two weeks of most unusual vacation. MOOSA Tour July 25-31, 1999. Ride through the wilderness of Western Maine to Quebec, the oldest walled city in North America. Then spend three days along the St. Lawrence River. Enjoy the French ambiance of fine restaurants & shops, ride a century along the shore or a loop around the Ile d'Orleans. The mystique of old Quebec will lure you back year after year. Sponsored by CAN-AM Wheelers, 140 Emerson Road, Norway, ME 04268. 207-743-9018. moosa@megalink.net; www.megalink.net/~moosa.

7th Annual Moose Tour

August 1-6

This six day 330 mile tour takes you through beautiful western Maine. You will enjoy home cooked meals and hot showers. We limit our ride to 185 riders. Enjoy the small New England towns, swimming holes, and lightly traveled roads as you soak in the scenery. For information: www.moosetour.com or 207-743-5993 or moosetour@ctel.net. Summer time in Maine, can't beat it! (Sponsored by Maine Wheels Bicycle Club, not to be confused with MOOSA.)

4th Annual Tri-State Wheelers New England Adventure

August 8-13

This exciting tour covers Massachusetts, New Hampshire and mostly Vermont (No camping). Group limited to 100 riders. For brochure, call 1-800-727-9711 or 518-584-3102.

"On Yer Bike" Two!

September 24 - October 2

It's "On Yer Bike" Time Again! Irish Immigration Center Takes to the Road Again to Raise Funds for Immigrant Services Boston — Repeating 1997's successful bike-a-thon in Ireland, the Irish Immigration Center (IIC) has preparations underway for "On Yer Bike" Two! This year's cycling trip will be to the scenic County Clare on Ireland's western seaboard from September 24 to October 2, 1999. Twenty-five people fund raised and cycled in County Galway in 1997, raising over \$30,000 for the IIC's immigrant services. The group stayed at a four-star hotel and spent their days cycling and their evenings enjoying Irish culture and social life. The IIC has employed Erika Salloux, an eager and enthusiastic Coordinator, to assist in organizing this year's fund raising, bike trip to Ireland. Erika has a strong background in public relations. She has worked as a music publicist, on shows for public television. She has worked as a music publicist, on shows for public television, and at WBUR. She also has experience working for nonprofit organizations and currently volunteers

at the Paulist Center. Erika is excited to be part of the "On Yer Bike" team and the IIC, "I am really thrilled that so many bikers had such a wonderful experience on the last trip that over half of them have already begun fund raising to join us again this year. And, of course, I'm looking forward to signing up new bikers. "You can find out more about the "On Yer Bike" trip by calling Erika at 617-782-4271, x12. Visit our web site at www.iicenter.org and check out why "On Yer Bike" 1997 was so popular!



Another Hemisphere Heard From

We received this via e-mail, and thought it might be of interest for those of you planning a vacation "down under":

"To whom it may concern:

Have you any members that are interested in touring cycling overseas? Perhaps they would be interested in browsing our web page below. We are a non-commercial club. We arrange low cost tours on the East Coast of Australia, but we are also delighted to help overseas visitors where possible with advice on the terrain and climate. We would be grateful if you would publish this address in your newsletter, or by other means. East Coast Touring Cycling Club (Australia) can be found at <http://users.hunterlink.net.au/~derk>."

MassBike Tour

century flyer

Yucatan Tour Report - February 13-22, 1999 - Part 1

by Charles Hansen



I HAD BEEN LOOKING for somewhere warm to tour over the winter, and selected the Yucatan after reading some of the book 'Bicycling Mexico'. The region known as the Yucatan Peninsula actually consists of three states, and I spent all my time in Yucatan. The others are Quintana Roo (the Caribbean coast where Cancun is located) and Campeche to the southwest. I decided early on that I was willing to spend a little more for my airfare by flying into Merida, the capitol of Yucatan, and avoid the tourist region of Cancun together. I would say November to February is the best time to go; before that is the rainy season and after that it gets very hot and sticky. I had several hot days and one in the low 100's (based on a Nashbar mini-thermometer which has been reliable in the past), but I don't do well in the heat and it never seemed over 80 to me because of the dryness and constant breezes. I usually start my tours by riding my loaded bike to work in Boston and then taking the harbor shuttle to the airport, but with a 6 AM departure in early February I decided to pre-box the bike and use a taxi instead. I arrived in Merida about 3 PM and noticed the box had suffered somewhat from the three planes it had been on, but the bike was OK. In Merida I stayed at the downtown Hotel Delores Alba, which is mentioned in several of the guides and seemed to have about 75% American and European guests. The room was 210 pesos, with just under 10 pesos for a dollar. It had a ceiling fan, private bath and basic furniture, and the hotel had a pool as well as a very cooperative staff, obviously used to dealing with foreign travelers. Most of the hotel rooms I used during the trip were priced and furnished more or less comparably. Unintentionally I had arrived during Carnival and the town was packed with people. I did a short evening ride before sunset to get a sense of the place- it's actually a large city with close to a million in population. The streets in the downtown area were jammed with buses and some cars, but things quickly became quieter as you got away from the 'Centro'. After a shower and change I headed out for dinner, walking through the central plaza on the way.

One of the things I had for dinner quickly became one of my favorites for the week - Sopa de Lima (lime soup) which has crispy fried tortillas, shredded chicken, and diced onions and peppers in a mild lime broth. I generally found that food prices at good quality restaurants (especially those that catered to tourists) were somewhat lower than in the states (beer was a lot less at \$1 - \$1.50; my favorite was Leon, a dark beer - at least by Mexican standards), while you could really save if you ate at the more local places. I tended to stay clear of the street vendors, although sometimes their offerings looked relatively clean. I also drank only bottled water for the week and had no real digestive problems.

Leaving the restaurant I found a Carnival parade in full swing, consisting of motorized floats representing commercial interests - with the people on board often tossing free samples of the product to an expectant crowd - and groups of costumed dancers, mostly teenagers and younger with a few older leaders/escorts. Some of these groups performed in a very disciplined manner, while others were simply walking along more or less to the music.

I have heard from a number of sources that the Yucatan is perhaps the friendliest and safest area in Mexico, and my experience would confirm that it has both those qualities. I never felt even close to being threatened at any time during the week, and often felt that my bike would have been OK unlocked in many situations. The drivers are also among the best and most considerate I have encountered anywhere. Drivers stop at stop signs and yellow lights and are very conscious of bicycles (which are used by a lot of the population) and generally gave me plenty of room. While I'm generalizing, let me give you the down sides of cycling in the Yucatan. It is almost completely unrelentingly flat. I don't necessarily crave hills, but the flatness means tangent roads that go on for miles and miles, often with growth right up to the edge that is as unvarying as the road's direction. The other big negative is the almost continual stream of trash along the roads, consisting mostly of empty plastic bottles, but including everything else such as used disposable diapers and the occasional animal carcass. I'm extremely visual, and it's

the boredom -if not the ugliness - of the road/ landscape that is why I'll probably never tour there again. However, if you just want a warm place that you can hammer out lots of miles and eat and sleep well and cheap at night, you can't do better than the Yucatan. Back to the tour. I wanted to see the Uxmal Mayan ruins south of Merida on Monday, and had reports that it was a boring and unpleasant 55 mile ride, so I took a bus. There are 1st and 2nd class buses, but I think the one I took to Uxmal was 3rd class. When I told the driver I had a bicicleta he handed me the crude metal key to open the storage bins underneath. He dropped me off at Rancho Uxmal, a few miles short of the ruins and the only reasonably-priced lodging in the area. I rode to the ruins and spent the entire afternoon there, some of it napping in the sun. I didn't do any historical research before the tour and was visually interested in the ruins, but it didn't really matter to me what symbols were carved where and what archeologists guessed the buildings were used for. I do take a lot of slides however (usually around 500 a week when on tour), and waited for the sweet light late in the

“I have heard from a number of sources that the Yucatan is perhaps the friendliest and safest area in Mexico, and my experience would confirm that it has both those qualities.”

afternoon for most of my shooting. The ruins closed at 5 PM, and by 4 PM all the large tour groups had gone and I could easily get shots of just the ruins without hordes of people in view. I headed back to the Rancho for a swim and cerveza, then had a fajita dinner at their restaurant.

The next day I planned to follow the Puuc Hills route from the Bicycling Mexico book, which is a loop passing a number of smaller Mayan sites. By the way, 10 miles was the longest distance I had done in some three months before the tour, but it always amazes me how quickly the body reacts to the de-

mands we place on it. After a late lunch I took the tour of the Loltun Caves, which I highly recommend. Actually, just before I reached the cave I rode what was without doubt the nicest several miles of the entire tour. I had turned off onto a narrow agricultural road with lime groves on both sides, and frequent irrigation channels - some of which had flowing water. It felt extremely lush, with many birds singing in the thick growth. I shook a lime off a tree, sliced it and dumped it into a water bottle, which is something I may always do in the future. Pickup trucks with some 20 men standing in the bed would slowly move down the road, interspersed with other trucks groaning under full loads of freshly-picked limes. At the caves they broke the visitors into two groups with Spanish and English speaking guides. You walk 2 kilometers through some huge caverns with sometimes fantastic formations. You exit by climbing up a twisting path through a Cenote, which is a large circular opening in the limestone, often with a pool of water in it. The ground of the Yucatan is very porous, and I didn't see any rivers all week.

Leaving the Puuc Hills I had the only sustained downhill of the whole week into Oxkutzcab, hitting 37. I was considering staying here overnight, although my books and contacts suggested that Ticul, 10 miles up the road, was a better choice. It was still carnival, and the town was crowded and raw but had a certain sweetness to it. I decided to go for Ticul, partly because it was a larger city with better bus service and I was leaning in that direction for the morning. The 10 miles was quite pleasant, not even considering the tailwind. Compared to the 45 previous miles that day it was downright scenic, with varied views of agricultural and cattle ranching landscape. Also, the couple of hours before sunset have always been my favorite time to ride. There was amazingly little traffic for a numbered road, but I decided everyone was busy at carnival in one of the cities at either end.

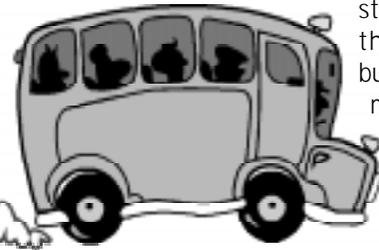
Ticul is known for its bicycle taxis, which are somewhat similar to an ice cream vending bicycle except that the cold chest is replaced with an open box built of steel tubes with a seat facing forward in front of the driver. Most are open, but some have a roof for sun/rain, and steering is controlled by a U-shaped bar extending backward from the top of the box. As I entered town I saw literally hundreds of

them, some with occupants, others waiting by the side of the road for fares, and some being used to haul various goods. It was impossible to tell which had paying customers and which were being used to bring the taxi man's family to the carnival in the Centro. I saw these in all the towns I visited, but never again such a concentration of them.

The center of town was a madhouse, but in a pleasant and non-threatening way. I managed to miss spotting the newer, nicer hotel on the plaza and paid 75 pesos for an OK room with a color cable TV. After enjoying the carnival atmosphere for a while, I was walking back to the hotel when I decided I really should try a cyclo-taxi ride while I was in town. I gave one of the drivers (one with a padded seat instead of bare plywood) five pesos and indicated with my hand that I wanted to go in a circle. He headed off down one of the streets and just kept going. I had no idea how long ride 5 pesos bought, but my original intent was just a quick loop around the plaza. When he got to the town limits (at least I saw a sign with Ticul on it facing the opposite direction), I started getting a little nervous and asked him to go back. As we got back near the middle of town I asked him to stop and indicated that I wanted to switch places. He was somewhat hesitant but agreed. I quickly discovered that it took some effort to keep this thing in a straight line, partly due to the dynamics of it and partly to the crudeness of the assembly and alignment. I tried hard to get us up to high speeds, but had to brake frequently for topes, nasty speed bumps placed at the approaches to towns (even on highways) and scattered around city streets. They're sometimes steep concrete mounds, other times multiple sharp concrete ridges, and nastiest of all a series of cast metal mounds bolted to the street. Sometimes there are smooth places on the edges for bikes, but far from always. I must admit I took particular pleasure in wheeling us back to our starting point, with him sheepishly responding to the questioning looks from his taxi-driving buddies, and only wonder what the ensuing conversation was.

My original plan had been to cycle from Ticul to Piste, the town near ChichenItza, but it would be an 80 mile day and I wasn't feeling up to it in the morning. There was no direct bus so I had to backtrack to Merida and then

take another bus from there. However, after I got on the bus to Merida and found there was standing room only I was almost tempted to tell them to wait and let me get my bike back out from the luggage bay underneath. I wasn't looking forward to an hour plus trip



standing in the aisle, but resigned myself to it. There was a young Indian girl

asleep in her mother's arms in the aisle seat near me. After a while she woke up and started playing with the bottom of my shirt, which was dangling outside my pants. I started playing with her, holding the edge of the shirt out so it almost covered her head. What I found remarkable was that the mother didn't intervene ("honey, don't bother that man") or feel mistrustful of me, even when we started playing 'handsies'. They got off the bus in Muna so I had a seat the rest of the way.

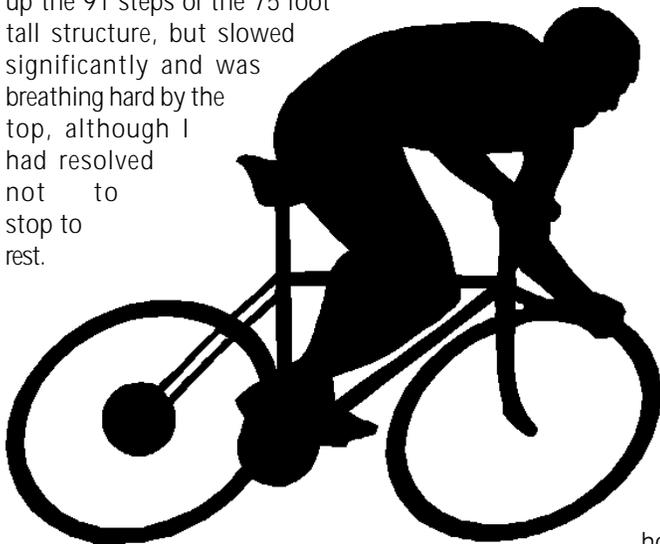
Arriving in Merida I checked the schedule board to see when I could get to Piste. There weren't a lot of busses going there, so I made a decision to go on to Valladolid - the planned stop the following night - and then backtrack to Piste in the morning. In Valladolid I mounted the panniers and set off for the center of town.

Reaching the Centro I quickly booked into the Hotel Mariade la Luz on the plaza, and then had their comida corrida (set lunch - sort of a daily blue plate special). Virtually all Mexican towns and cities have a central plaza with the church on one side and the town hall or administrative offices on another. The streets in the center are invariably one way, so there are two major streets in each axis radiating out from the central plaza. My usual exploration pattern was to ride the street heading away from the Centro in one direction as far as I wanted, cut over to the parallel street heading in the other direction, then explore the next spoke once I got back to the central plaza. In many cases there will be a neighborhood plaza and corresponding church a certain distance out on some of the spokes. In Valladolid I found a plaza and church at the end of each spoke and made this my turnaround point. On one of the loops I stopped to watch a churchyard soccer game for a while. At one point I

was taking photos of the game and realized looking through my viewfinder that the ball was coming at speed right for my head, which was close to one of the goals. I managed to duck in time, perhaps to the disappointment of the players.

In the morning I had about a 30 mile ride to Piste and then the afternoon to visit Chichen Itza. I was going to be on route 180, the main east-west highway outside of the toll-based expressway, and had some (needless as it turned out) concerns about traffic. In fact, all week the roads were generally quite good and the traffic very sparse, often with perhaps 10-15 minutes going by without any vehicles at all. After quickly settling in at my hotel room in Piste and doing some laundry (A tip for Jack - I bring the mini shampoo bottles from hotels on tour for this express purpose), I set off for the ruins. Chichen Itza is much larger a site than Uxmal, and is known for the 'El Castillo' pyramid which dominates the surrounding landscape. Based on my experience at Uxmal I decided to slowly explore the site and note those places that I wanted to photograph later in the day. Besides El Castillo, the Observatory is probably the most interesting and photogenic building at Chichen Itza. I got some good close-ups of large Iguana's climbing the basewalls of the structure with the late afternoon sun on them.

I had resisted climbing El Castillo earlier and was glad of it. This is one of those classic Mayan structures with impossibly steep looking steps up each side, although in this case only two sides had been rebuilt to provide safe footing. I started quickly up the 91 steps of the 75 foot tall structure, but slowed significantly and was breathing hard by the top, although I had resolved not to stop to rest.



It is truly glorious on top, especially at that time of day. I had brought a 20-35 mm wide-angle zoom lens with me specifically for the ruins, and was able to get some interesting shots looking down, including some showing my feet at the bottom of the frame and the horizon line at the top. I also grabbed some shots of the unhappy looks on the faces of people starting the steep climb back down. Most people went down facing into the structure (some anxiously clinging to the chain provided), but I found I was able to jaunt down at a fairly good pace as long as I was very precise with my steps.

Since I had a TV in my room in Piste I stayed up until 2 AM watching movies, which I knew would mean a late start in the morning. However, it was only a 50-mile day and by now I was feeling fairly strong, even riding in the heat of the day. I had a breakfast called eggs Motulenos, which had diced ham, onions, cheese and peas on top of fried eggs. I asked for cream with my coffee, although all week that had just meant milk. However, the coffee took a while to arrive and then I noticed the owner's daughter returning with a small carton, assumedly from the local store next door. Moments later my coffee arrived with what was obviously real cream in it. I felt a little guilty that they had bought it just for me and hoped they would find a use for the rest of the cream. I left a large tip to cover the cost of the cream.

From Piste I headed north to Dzitas, then west to Izamal. The roads were generally a delight, with good surface and virtually no traffic. In fact, I would pass more bicycles

than cars, often trading greetings of *Hola!* (hello). Many of the bikes were carrying large amounts of wood, which I assumed were used for cooking in some of the smaller houses. In some cases there were 20 foot long sections strapped to the frame of the bike and it was pushed instead of pedaled. My map indicated the first section of road west of Dzitas was of a lesser quality, and indeed there were a fair

number of well-defined potholes, but these were easily avoidable on a bike.

I had a reservation in Izamal at Mekan Che, a B&B run by Americans. They have a large part of a city block a bit out from the center of town with perhaps a dozen different buildings and lush plantings. There was an elder hostel group staying there and it was a nice break to be able to converse in English.

There are a number of ruins in the town, but its main attraction for me was the Convent of Saint Anthony and the attached grass courtyard surrounded by arched colonnades. All of this is situated on top of a hill which had been a Mayan temple, and the whole structure was painted an earthy yellow, as is much of the town. It was particularly dramatic in the warm light around 5 PM, and I took many, many slides. It is a very sweet town, with the taxis consisting of horse-drawn carriages which line up next to the convent. Many of the structures in town were made with a large arch filled in with thousands of small stones, all painted the official town yellow. In fact, Izamal is often referred to as "Ciudad Amarilla", the yellow city.

The breakfast buffet started at 7:30, although I had hoped for an earlier start knowing I was facing a 70 mile day. Watermelon juice was an unusual item, along with cereal, scrambled eggs, bread and meat. I finally got on the road at 9 AM, heading northwest for the city of Motul before turning due north towards the Gulf of Mexico. The beach city of Progreso was my destination for the day. Only about 10 miles west of Izamal I saw a couple on ATB's with a full set of panniers on each bike. At first they didn't seem interested in stopping to chat, but halted just after I passed them. The guy was Irish, the girl French, and they had left Mexico City four weeks previously (or was it months?). In any event they were biking to Tierra del Fuego and then back up the east coast of South America to Rio. I was duly impressed. They said they might choose not to bike through Columbia due to all the current problems, but had met other travelers who said they got through OK. Since they were heading to Izamal for the night, I mentioned the B&B and told them there was going to be a fiesta at the ranch starting around noontime, and suggested they head straight there to try to catch it.

See the next issue of WheelPeople for Part 2.



Little Jack's Corner

by Jack Donohue

I was rewrapping my handlebars the other day (lest you think I was doing something rash, let me say that the reason for this was that I was replacing the handlebars— I don't usually re-wrap wantonly). As I was peeling off the old stuff, I got to thinking that handlebar tape was a lot like roof shingles. Rather than tearing off all the old ones, you just put another course on. So too with tape.

I had at least two courses on these bars, if you don't count the miscellaneous fragments. There were vestiges of cloth tape, but by and large the bottom layer was this nice old leather tape. It had achieved a nice patina over many years of service. The underside was a bit moldy, but then who ever looks at the underside of your handlebar tape (besides your mother). Unfortunately, it was rather ragged in spots, those that weren't missing, so another layer was required. The outer layer was the vinyl stuff, pretty ugly but cheap. Another household analogy, sort of like the difference between vinyl siding and shingles. The right and left side were of course different colors. I decided to view this as a feature rather than a design defect, an aid for dyslexics.

As I was working, I remembered that there used to be quite a mystique associated with wrapping handlebars. Time was it was a matter of

pride to be able to wrap the handlebars with only the tape provided and the plug. You started at the middle, worked your way down to the end overlapping precisely 1/3 of the tape on each turn, and then had just enough tape left over to insert in the end of the handlebar, where it was held firmly with the plug. That was the theory, anyway. I usually ended up running out of tape several inches before the end of the bar, and having to start all over again. They could have thrown in a few extra inches of tape for us mere mortals for whom wrapping handlebars is not a fine art, but Nooooo.

Anyway the point was you weren't meant to use any additional aids in the wrapping process. Sort of like lighting a charcoal fire without any additional combustibles. Never could do that either, and now I have a gas grill. Similarly, I'm not proud when it comes to wrapping handlebars. A typical job will involve about 50% again as much electrical tape, occasionally the same color as the handlebar tape. The other thing you were never meant to do was let any handlebar show around the brake levers. This was another matter of pride, like not letting any red show when you fold the American flag into a triangle. There was a magic figure eight sort of technique that accomplished this, but I noticed on this particular set someone had cheated and inserted a piece of tape around the back of the levers, unspeakable cad.

Not the LAB You Used to Know

by Ken Hablow

If "Image is Everything," then LAB certainly has it all. Almost two years ago, at GEAR in Canton, NY, I met with Jody Newman, then the newly appointed executive director of LAB. Jody outlined a plan to bring the image of LAB into the 20th century before it passed and increased the overall efficiency of the organization.

Step one was to consolidate the operations into one office in Washington DC. Step two was to re-evaluate the staff, bring some good people on board and get rid of some of the dead wood. Step two happened as a result of moving the office.

I have already expounded on how gratified we were working with the new staff at GEAR last summer. This was a tribute to Jody's management skills. Then I received a package from Jody about the early part of March that contained copies of all the new LAB publications. This was impressive. The first thing I noticed was a new logo (again) all over these new publications, including the entire cover of the March/April 1999 Bicycle USA Almanac. Inside, the Almanac looks professionally done, not the back-of-the-basement type of publication we are so used to seeing. There was even a full page ad from Nissan - another first for LAB.

Next in the package was the full color, multi-page brochure for the summer rallies. Oops! Did I not mention GEAR? I guess not, because the word GEAR is no longer part of this package. Now they are all simply rallies. (This means CRW hosted the very last GEAR, so be sure to pick up your collector's GEAR '98 t-shirt at the spring century or order it off our web site.) This brochure describes the three Rallies in full detail with photographs and a registration form for each rally. This is a far cry from the poorly photocopied flyers we are used to seeing. Even the tri-fold brochure soliciting membership is now in full color and professionally designed.

All in all, it is great to see that Jody has kept her accomplishments right on the time schedule she outlined two years ago. After over 100 years, LAB seems to want to finally grow up. Look for these new publications in a mailbox near you soon.

LaCorsa Tours



- | | |
|----------------------------|------------|
| David Connolly | Milton |
| Elizabeth Falcone | Brookline |
| Paula & Walter Garland | Hopkinton |
| Robert Gewecke | Harvard |
| Irene Given | Natick |
| Deb Kirchwey & Kathy Krier | Cambridge |
| David Lynch | Watertown |
| William McGuire | Westford |
| Marjorie Radin | Brookline |
| Bradley Toney | Melrose |
| Peter & Tracy Wekstein | Roslindale |

FEBRUARY 1999 MILEAGE TOTALS

0 | 1 | 7 | 8 | 1 | 5

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Bruce Ingle	1571	1	-	-	Dick Arsenault	635	-	-	-	Gerald Goode	152	-	-	-
Jack Donohue	1408	-	-	-	Glenn Ketterle	615	1	-	-	Jeff Luxenberg	135	-	-	-
John Bayley	1142	1	-	-	Joe Repole	578	2	2	-	John Kane	135	-	-	-
Pamela Blalock	1088	1	-	-	Bill Widnall	531	2	2	-	Elisse Ghitelman	134	-	-	-
Debbie Kirchwey	1043	2	2	-	Ed Hoffer	530	-	-	-	John Allen	93	-	-	-
Melinda Lyon	1007	1	-	-	Rich Fields	475	1	-	-	Jim Broughton	83	-	-	-
Martin Estner	979	2	1	-	Irving Kurki	313	1	-	-	Harry Wolf	81	-	-	-
Ken Hablow	900	1	-	-	Robin Schulman	262	-	-	-	Susan Grieb	50	-	-	-
Mel Stoler	846	2	2	-	Jim Goldman	233	-	-	-	Jared Luxenberg	38	-	-	-
Peter Brooks	819	1	-	-	Joe Marcal	213	-	-	-	Tracy Ingle	11	-	-	-
Lee Howard	704	-	-	-	Greg Tutunjian	161	-	-	-	Sara Luxenberg	3	-	-	-
Bob Sawyer	694	-	-	-	Jim Merrick	153	-	-	-					

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 02465; (617) 332-8546.

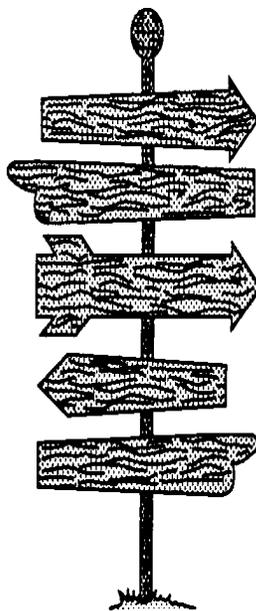
Do you know about CRW's Helmet Rebate Program?

CRW will send you a check for \$5 when you buy a helmet. It doesn't have to be the first one you ever bought - we just want to make it as easy as possible for everyone to own a good helmet. It can save your life.

The helmet must be ANSI or SNELL approved, and must be purchased from one of the participating bike shops listed on the back page of *WheelPeople*. You must have a current membership in CRW.

Present your card at time of purchase. Some brand or style restrictions may apply. Send your receipt and proof of purchase from the helmet box along with a stamped, self-addressed envelope to:

Don Blake, 1 Gleason Road,
Bedford, MA 01730. Many shops
have matched our offer with an
additional discount of their own.



CRW Ride Hotline
(617) 325-BIKE

CLUB CLASSIFIED

FOR SALE

SEROTTA COLORADO steel racing frame with full Campy Chorus gruppo 8 speed ergo shifting. Mavic SUP clincher wheelset. Recent red/yellow fade factory paint in very good condition. Never raced or crashed. Record headset and bottom bracket in '98. Looks NEW \$1350 or BO call Jeff Lieb @ 781-446-6680 or email jefflieb@netway.com.

1999 CANNONDALE H-500 hybrid w/18" frame, dark blue, like new, lugged for front and rear racks and three water bottle cages, sprung seat post, Coda crankset and Conti top touring tires. Excellent city or touring bike for \$475 or b.o. call Frank at 617-523-3334.

WheelPeople History

Five years ago ...

- The birth of the Tuesday and Thursday evening fitness rides was announced. Still going strong with even more fitness rides now.

- Bicentennial finds a more universal name in Adventure Cycling Association.