

Wheel People

Newsletter Of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXIII, Number 9 September, 1999

No Rain!

(but lots of moisture)

by Ken Hablow

We would have had a better day if it had rained, just a little, but July 18th saw temperatures up to 97 degrees with rather oppressive humidity. Even though, 156 hearty souls were on hand at 8:00 in the morning at Concord-Carlisle High School for the assault on Mt. Wachusett at the 8th annual Climb To The Clouds event. Some were out for a personal best, some just to do the mountain for the first time, and some wondered if they were going to complete the 80 mile or the 90 mile version of the ride in all the heat. Kudos to the oldest



Continued on page 14

In This Issue:

Board Meeting Minutes	3
CRW Fall Century Flier	13
Communting in New York	11
CRW Trips	8
Little Jack's Corner	14
Mileage Calendar	15
Other Trips	9
Recurring Rides	4
Rides Calendar	6
TBone Rides	7
Twin Peaks Challenge	11
Velo NH - The Final Chapter	3
WheelPeople History	15

Ride Program in Peril

by Jack Donohue

I've been watching the Saturday rides program erode to the point of virtual nonexistence. That doesn't worry me especially since we can always go back to the format of past years, i.e., the Saturday ride is a show and go version of last Sunday's arrowed ride. What is worrisome is we're starting to have holes in the Sunday ride program. Jim and Barry have been doing yeoman's work stepping in when a leader can't be found, but this is definitely above and beyond the call of duty, since they're already doing plenty, and we don't want them to burn out. Another troubling aspect is that we have only one new ride leader this year (thanks, Tod). While we've got a good group of regulars that lead their rides year after year, we can't expect them to do this for all eternity, and we don't have enough of them to fill the rides calendar.

It's gratifying that the recurring rides are doing so well, we've got five new rides this year, all unsolicited. But the Sunday rides are the cornerstone of CRW, and filling this calendar should be our first priority.

So, we need you, the members to do your part for the ride program. We don't expect the new member to take this on

right away (though we'd like it if you did), but if you've been in the club for a couple of years, and know the ropes, you should consider signing up. We can divide the load so that you don't have to shoulder the complete responsibility for the ride. If you lead, we can find you a coleader, or you may want to start out as a coleader. You could help arrow to unburden the ride leader. You don't even necessarily have to invent a route, we've got a library of tried and true rides, and of course, you can get help and advice from Ken "Rides 'r us" Hablow.

This is a volunteer club, and if you the members don't volunteer for the rides program, there will be no rides. So, jump up and call or e-mail our VP or Rides, Barry Nelson (617) 964-5727, barrynelson@alum.mit.edu.



We Want You!

To help our Rides Program. We're desperately seeking ride leaders, coleaders, arrowers, etc. Call or e-mail Barry Nelson (617)964-5727, barrynelson@alum.mit.edu, to help out.





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

Officers And Coordinators

President	Jack Donohue	(781) 275-3991
Executive Vice-President	Barry Nelson	(617) 964-5727
Vice President of Finance	Michael Fisher	(617) 965-2334
Vice President of Publications	Ken Hابلow	(781) 647-0233
Vice President of Legal Affairs	Jeanne Kangas	(978) 263-8594
Secretary	Larissa Hordynsky	(617) 527-5620
Treasurer	Don Blake	(781) 275-7878
Insurance Coordinator	Don Blake	(781) 275-7878
Membership Coordinator	David Balzotti	(617) 576-9878
	Sharon Gowan	(617) 489-5682
Information	Tom Lynch	(508) 877-2238
Touring Information	Jacek Rudowski	(617) 361-5273
Publicity Coordinator	Steve Kolek	(781) 674-1090
Merchandise	Ken Hابلow	(781) 647-0233
Mileage	Edson Trumbull	(617) 332-8546
Government Relations	George Eckert Jr.	(508) 653-6913
Bike Shop Program	Ed Hoffer	(617) 552-5126
Special Events Coordinator	Adele Ferreira	(617) 628-8757
Volunteer Committee Chair	Linda Nelson	(617) 964-5727
Social Committee Chair	Barbara Bix	(617) 964-8193
Safety Committee Chair	Greg Tutunjian	(617) 969-7726

Ride Program Coordinators

Vice-President of Rides	Barry Nelson	(617) 964-5727
Saturday Rides	Open	(your) number-here
Sunday Rides	Jim Sullivan	(781) 245-1772
Winter Rides	Eric Ferioli	(781) 235-4762
Wednesday Wheelers	Bill Widnall	(781) 862-2846
Friday Rides	Dave Johnson	(603) 490-7581
Ride Hosts	Larissa Hordynsky	(617) 964-8193
Century Committee	Melinda Lyon	(978) 887-5755
Tuesday Fitness Rides	Peter Knox	(617) 731-5944
Thursday Fitness Rides	Peter Mason	(781) 646 5106
Saturday Fitness Rides	Dave McElwaine	(781) 821-8643
	Mark Dionne	(617) 965-5558
Sunday Fitness Rides	Mel Stoler	(617) 277-5180
	Ted Lewis	(781) 279-4909

WheelPeople Staff

Copy Editor	Jack Donohue	(781) 275-3991
Production Editors	Andy Meyer	(603) 427-5001
	Laura Sipser	(781) 444-6549
Advertising	Marty Weinstock	(617) 491-6523

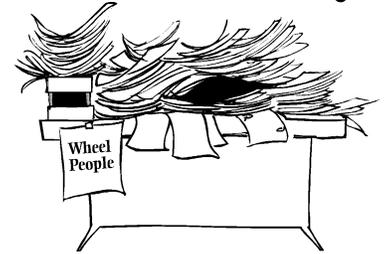
Internet Staff

Web Site	http://www.crw.org	
Webmaster	Bob Hug	bobhug@hotmail.com
Picture Gallery	David White-lief	whitelief@bwglaw.com
Graphics	Ken Hابلow	khablow@khgraphics.com
Map Library	Sharon Gowan	sgowan@bbn.com
Email List	crw@world.std.com	
Administrator	Jack Donohue	jdonohue@world.std.com

Board of Directors

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

Editorial Policy



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

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

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



How To Send Us Your Article

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

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

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

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

Insurance

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

Advertising Rates

Half Page	\$65.00	Third Page	\$45.00
Quarter Page	\$35.00	Eighth Page	\$20.00
For more information please contact Marty Weinstock at 617-491-6523			

Board Meeting Minutes



August 3, 1999

Membership Report: The current membership total is 923, with 24 new, 48 renewed, and 51 expired members in July.

Treasurer's Report: The Club's current financial situation is healthy, due partly to a profitable Climb to the Clouds ride. The Board decided to amend its accounting practices, reporting on special rides, extended trips, and merchandise on an annual rather than a monthly basis.

Budget Report: The Board approved the budget summary format developed by Michael Fisher, Vice President of Finance. Financially CRW is operating at a break-even level, as we should. At Jack Donohue's request, Michael will provide quarterly budget targets.

Government Relations: George Eckert will send a letter of support from CRW to the Mass Highway Department urging implementation of the proposed bicycle plan. An article in WheelPeople will urge our members to do likewise.

George also reported that Rich Warrington, the Director of Public Works for Bedford, had the center line on Carlisle Road moved four feet in one direction, creating a wider shoulder to accommodate a regular bike ride. George will send an official letter of thanks.

Rides Calendar: Barry Nelson is now struggling to find both Saturday and Sunday ride leaders. The Board discussed various strategies for recruiting new leaders. The current situation: two open Saturdays in September; two open Sundays in September and October.

Invitational Ride: Only eight people have registered for the CRW-sponsored

club invitational ride on August 21. The deadline was July 15. We must provide the facility with a final number by August 7. The event will be canceled unless two more people register and pay by that date.

Climb to the Clouds: The ride was a great success despite the record heat on July 18. About 250 people rode.

Velo Vermont: Another success. Fifty-three people, our highest total ever, rode on July 23-25.

Fall Century: The Board approved a request from Seven Hills Wheelmen to sell merchandise at the Fall Century, September 12, to raise money for the Major Taylor Humanitarian Association. Major Taylor was the first African-American world cycling champion in 1899.

Volunteer Committee: Linda Nelson will follow up with CRW members who have expressed an interest in volunteering.

Social Committee: About 20 people attended the New Member's Party on July 10. Barbara Bix is organizing an after-ride barbecue on August 28.

Rides Committee: There is no Saturday Rides Coordinator. The previous Sunday's ride will be recycled on open Saturdays. In contrast to weekends, the weekday rides program is very strong.

Safety Committee: The committee has four members besides its chair, Greg Tutunjian. Each committee member will attend one ride a month to give a safety talk.

Velo NH - The Final Chapter

by Dan "Phred" Morgan

As some know, a few of us from the Hudson Valley wander North every Independence Day weekend to enjoy the pain and suffering that only can be had dragging your sorry ass up moose trails in the White Mountains of New Hampshire. This year was no different, except that it will be the last time that the trip will be offered. We must be wearing down these hills, it is time to move on.

I knew the trip would be different when we stopped in our favorite watering hole in Hanover (Dartmouth College) and my meal sucked, however the Newcastle and Guinness was served fresh and at the proper temperature, not in frozen vessels. The rest of the ride to Jefferson NH was uneventful but gassy, Not Janet or me, so you can just guess who.....

Wakeup Call:

At 5:45 the alarm went off, my first thought was a car in the lot was jarred and it would be a matter of minutes before it was silenced. Fifteen minutes later it was still wailing and believe it or not you could make a faint harmony from the wail. Couldn't dance to it but it gave me reason to tolerate it. It finally ended only to wail again a minute later for 5 more minutes. I asked the innkeeper to sound it an hour later to get Janet up in time for breakfast.... It turns out that the local gas station/convenience store was letting an employee go in a few days and they had taken her security code away just a bit too early. Complimentary Ice Cream was the price of our suffering....

Stairway to heaven:

The Saturday ride was new, in the four years that we have done the trip we started with a trip to Canada or up to Dixville. In either case we would visit the Green Mountain State of Vermont. Pamela and John had a very sweet treat in store for us, a trip up Burke Mtn. Looks good on paper and even better when the challenge is for tandems to make it up in the middle chainring That's enough to make me try.

The trip out there included a few miles of dirt. What great dirt roads! You could cruise along at 18 without a problem and hit the high 20's on the descents. Of course there were a few marble gravel

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.

continued on page 5

September 1999 Recurring Rides Calendar

*These rides are held every
week unless indicated*



Sunday Morning Fitness Ride

South Shore Coastal Loop

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 pacerline 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. START: Park'n Ride 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'n Ride lot. You won't regret setting the alarm. Call to confirm. Space unlimited.

** Tuesday Pace Line Clinic at Nahanton Park

TIME: 6:00 PM Sharp! DESCRIPTION: 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) 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. Ride leaves from the main parking lot. 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.

Tuesday SoBro

New Ride TIME: 5:30 PM RIDE: Arrowed routes of 14 and 20 miles DESCRIPTION: Moderately paced social ride on pleasant suburban streets and roads with generally light traffic. We explore a lot of scenic South Brookline before crossing into Newton. Optional loops through two scenic cemeteries. Both loops return to the start on Beacon Street

from Newton Center. LEADER: Charles Hansen (617-734-0720), chansEn@jhancock.com (Please NOTE spelling) START: Cleveland Circle, Boston DIRECTIONS: Cleveland Circle is the intersection of Beacon Street and Chestnut Hill Avenue. Given that riders will probably be coming from all directions, check a map to determine the best route for you. Contact leader if necessary. Parking is somewhat limited so you're encouraged to ride to the ride. Meet near the public parking lot at the SW corner (small -additional parking on Beacon St.).

Wednesday Wheelers

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. START: 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.

Wednesday Evening Ice Cream Ride

TIME: 6:30 - last ride is September 1 RIDE: Arrowed rides of approx. 15 & 20 miles, cue sheet available DESCRIPTION: Join us for a fully arrowed evening bike ride through the back roads of Wellesley, Weston and Lincoln. Everyone is welcome! The 3 ride leaders head up groups ranging from leisurely to moderately paced. Nobody gets "dropped"! Afterwards, join us for pizza/ice cream at nearby shops and the weekly post ride trivia contest. LEADERS: Al Bolea (617-484-0851) <abolea@nortelnetworks.com>, Sheldon Cooperman (781-647-4597) <sheky@webtv.net>, Steve Kolek (781-674-1090) <kolek@ll.mit.edu> START: Former Grossman's Lumber parking lot on Rte. 16 at the Newton Lower Falls/Wellesley town line. DIRECTIONS: From Rte 128, north or south, take Rte 16 west/ Wellesley exit, follow signs to Newton Lower Falls/Wellesley, stay on Rte 16 for approx. 1/2 mile, just after light look for Grossman's Lumber sign and lot on the right. Ride starts from the parking lot.

** Thursday Fitness Ride at Hanscom Field

TIME: 6:00 PM Sharp! RIDE: Arrowed routes of 16, 26 & 36 miles. DESCRIPTION: The short ride winds through Bedford, Concord, and Carlisle. The long ride of rolling hills adds Westford and Chelmsford. With the help from some other volunteers from CRW, the fitness ride will have people available to lead intro/easy-pace group as well as a pacerline group. LEADER: Peter Mason (781-646-5106) [pbm@ssae.com] START: 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).

Thursday French Picnic Rides

TIME: 10:30 AM DESCRIPTION: Join us for a mild paced 20-30 mile ride through the New England country side 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.

Friday TGIF Unwinder

Last ride will be September 10.

TIME: 6:00 PM LEADER: Sheldon Cooperman (781-647-4597) RIDE: 18, 22 and 27 mile rides. Fully arrowed, cue sheet & map. DESCRIPTION: New this year will be once-a-month seminars on New Rider Topics to start half-an-hour before the ride. Topics will be "How to fix a flat," "Bicycle Fit", "Roadside repairs," and "Wheels." Dinner afterward if riders are interested — it's NOT a school night! 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.

**** Saturday Morning Fitness Ride at Nahanton Park**

TIME: 8:30 Sharp! RIDE: Arrowed routes of 19, 28 & 42 miles. Cue sheet available. DESCRIPTION: You will ride scenic rolling roads through Needham, Dover, Sherborn, &

Medfield. These rides will be set up to run with or without a leader so be ready to go on time. At 8:30 we're gone. This ride runs all year 'round. LEADERS: Dave McElwaine (781-821-8643) [McElwaineD@aol.com] or Mark Dionne (617-965-5558) [mdionne@mediaone.net] 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. Ride leaves from the main parking lot.

Fall Introductory Rides Series

Five rides on the following Saturdays September 11 and 25, October 2 and 16, and November 6th TIME: 9:00 Sharp! Please arrive early enough to be ready to go at 9 AM 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. DESCRIPTION: The roads are scenic and rolling mainly in Needham and Dover. 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) Beth McLaughlin (617-563-9522, elizabeth.mclaughlin@fmr.com) Jenny Craddock(617-332-4092) 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. Ride leaves from the main parking lot.

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

Velo NH from page 3

(as in round and not the type of stone) stretches that would allow you to hydroplane if you were on a single and plow through like a sea worthy trawler if you had a two seater.

The most fun I had this section of road was watching Jason power slide through curves and drift off course when the gravel got too deep. But hey any wimp can ride with 700X18, it takes a real person in touch with himself to ride 23's or even 28's. Even the pros know when to change tires to match the conditions. I will have to say, Jason suffered no flats the entire trip so pumping them skinny babies to 180 psi must help....

Since we were mostly riding in a canopy of trees the view wasn't anything to admire, gone were the trips past the used logging equipment, this was just miles and miles of unspoiled wilderness. Of course this has its drawbacks. On several occasions we would enter horsefly pacelines and the deerflies would bridge. Pray for air to stay in the tires.

I have to admit we did tend to ride with the quietest bunch of riders during this leg. We would ride along some of the tandem teams and singles and introduce ourselves and get in return silence. Hell one of the guys I even sent a morale boost-

ing postcard to during the Elite PAC tour. I guess some folks are just more "focused".....

We spent a few brief minutes with Pamela and John. Actually we stopped to watch Pamela change and John pump up their front tire. We caught up on what's what and then during the next set of rollers they shot off like they had a motor or two...

We regrouped just before connecting with Rt. 114 and headed toward East Burke We were out of water and decided that the next 8 miles may require additional fluids. So we went the wrong way as did John and Pamela, with sheepish looks we both did U-turns and they headed towards heaven and us towards town.

We got our liquids and not knowing what was ahead, we pressed on. Pamela had laid down the challenge that any tandem that could make the ascent to Burke Mtn in the middle chainring got lunch free. She should have added, in any country. Little did we realize that this would be Platteclove (Devils Kitchen to all you old Tour DeTrump fans) times two. It just went up.

continued on page 8



The Rides Calendar September, 1999

On all CRW rides, please arrive at least 15 minutes before the published ride starting time. It is recommended that you bring pump, patch kit, spare tube, allen wrenches, screwdriver, lock, water bottle, some money, helmet, gloves, and a map.

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

Mean Streets - Waltham

Thursday September 2

TIME AND ROUTE: 6:00 PM for about 10 miles of varied terrain - mountain or hybrid bikes de rigueur. RIDE TYPE: Sub/Urban Evening ATB LEADER: Charles Hansen (H: 617-734-0720) (W: 617-572-0277) LOWLIGHTS: Explore streets, alleys, single-track, the Brandeis campus, Waterfront Park, Mt. Feake cemetery, industrial areas, and other features of Watch City. START: Waltham City Hall on the common, Main St. (Rt. 20) at Moody. DIRECTIONS: Rt. 95/128 to exit 26, east on Rt. 20 for about 2 miles.

September 4 - Saturday

Repeat of August 29 ride No leader.

Wachusett Wheelabout

Sunday September 5

Times & Routes: 9:30 AM for 65 (approx.) & 50 miles, 10:30 for 30 miles. RIDE TYPE: Arrowed (white chevron w/ dot) with cue sheets. LEADER: Sheldon Cooperman (781-647-4597) sheky@webtv.net. HIGHLIGHTS: An end of the summer country tour of the beautiful backroads of Stow, Boylston, Sterling and Bolton. Medium and long rides circle Wachusett Reservoir, long ride passes Harvard and Fruitlands, all rides lunch at Nashoba Valley Winery (no food, carry some in). Terrain is rolling with some great views (& some great hills!). START: South Acton "T" station, Central St. @ Rte. 27. DIRECTIONS: Route 2 West, exit left onto Rte. 111 @ exit 43, turn left onto Rte. 27 at light. Central St. is a sharp right turn .95 miles past the light at Rte. 111. Look for Mobil station, then the yellow tower of the Acton Music Center on the corner. Turn sharp right, immediate left into the "T" parking lot.

Saturday September 11

Repeat of September 5 ride. No leader.

Sunday September 12

Fall Century See flyer elsewhere in the newsletter.

20th Annual Martha's Vineyard Ride

Saturday September 18

TIMES AND ROUTES: 9:15 for 52 miles or less. Note: ride is canceled if there is inclement weather. RIDE TYPE: Show & Go. LEADER: Marty Weinstock (617-491-6523) HIGHLIGHTS: We will provide a map of the island and a suggested route which includes a 52 mile loop, but there are numerous shorter options. The recommended return ferry leaves Vineyard Haven at 5:00 PM. Remember the ferry trip is about 45 minutes so you may want to take a light for the ride back to the lot in Falmouth. Traditionally, the club meets for dinner after the ride. START: Meet at Woods Hole Ticket Office, Woods Hole Steamship Authority Ticket Office. The ferry will leave at 9:45. Buy your ticket at the ticket office. It will be \$16 round trip for you and your bike. Parking at Woods Hole is an additional \$7.50, but you can park for free at the Falmouth Municipal Lot and ride the 4 mile Shining Sea bike path to the ferry. DIRECTIONS: Driving instructions to the municipal lot: Follow Rt. 28 past The Steamship Authority overflow lot. Turn left on Main St. and look for the parking sign on the left hand side of the street. The lot is behind the buildings on Main Street.

Quiet Rides North of Boston

Sunday September 19

TIMES AND ROUTES: 9:30 for 66 miles; 10:00 for 48 miles; 10:30 for 28 miles. All flat to rolling. RIDE TYPE: Arrowed. LEADER: Bill Fine (617-247-3804) HIGHLIGHTS: Short ride goes through Reading, Wilmington, North Reading, Middleton, and Lynnfield. Short ride includes Harold Parker State Forest. Medium ride adds North Andover, Boxford, and Topsfield. Long ride adds Groveland, West Newbury, and Georgetown. Lunch is in Middleton. START: REI/Registry of Motor Vehicles, Reading DIRECTIONS: Route 128 to Exit 40. Go around rotary to Route 129 West (Salem St.) REI Parking lot is the third left. Please park away from the shops.

Four Lakes Loop

Saturday September 25

Times and routes; 10 for 47 miles; 10:30 for 30 miles. RIDE TYPE: cue sheet LEADER: Phyllis Mays (781-431-7953) HIGHLIGHTS: Straight, rolling country byways, recently paved, through Wellesley, Dover, Medfield, Norfolk, Millis and Sherborn. We pass Babson College near the start, and Wellesley College near the end. Lakes include Waban, Farm Pond, Stony Brook and Highland Lake. Lunch stop at gazebo in Norfolk Center. START: former Grossman's lumber yard, Rt. 16, Wellesley Lower Falls DIRECTIONS: From Rte 128, north or south, take Rte 16 west/ Wellesley exit, follow signs to Newton Lower Falls/Wellesley, stay on Rte 16 for approx. 1/2 mile, just after light look for Grossman's Lumber sign and lot on the right. Ride starts from the parking lot.

Apple Pi Ride revisited

Sunday September 26

TIMES AND ROUTES: 9:30 for 50 miles and 10:00 for 35 miles. RIDE TYPE: Arrowed (upside down pi) LEADERS: Jack Donohue & Susan Grieb (781-275-3991 before 9 PM) HIGHLIGHTS: The short ride goes through Concord, Acton, Littleton, Westford, and Carlisle. The long ride adds Stow and Harvard. The long ride passes an impressive array of apple orchards, while taking in a few hills. Both rides stop for lunch at Bumblebee Park. (no store) START: Parking lot across from VA Hospital, Springs Road in Bedford. DIRECTIONS: From 128 Take Rt. 4 north to Bedford Center. Turn right on Springs Rd. Follow signs for VA Hospital / Middlesex Community College. Meet at first parking lot on right.

The Fall Foliage Berlin-Bolton Country Tour

Sunday October 3

Times & Routes: Long (56 miles) & Medium (40 miles) 9:30 AM in South Acton - Short (25 miles) 10:30 AM in Bolton RIDE TYPE: Arrowed LEADERS: Ken Hablow, (781-647-0233), Jim Cavanaugh (508-667-7006), Jim Sullivan (781-245-1772) HIGHLIGHTS: The common lunch stop for the long and short is at BagelMakers in Northboro. The medium splits off in Berlin. There are several food stops along each route. This exquisite tour of Bolton, Berlin and Northboro winds and rambles on mostly very quiet back roads. The long and medium routes continue to the Fruitlands in Harvard. Don't forget to stop at Phil's for award winning apple cider. The medium route by-passes Northboro. Lunch for the medium route is in Berlin. You will experience some beautiful vistas, magnificent down hills and, hopefully, some gorgeous foliage. Moderately hilly. START: Long & Medium Ride: South Acton "T" station, Central Street @ Route 27 - The parking meters are not active on weekends. Short Ride: Emerson School, Route 117, Bolton DIRECTIONS: Long & Medium Ride: 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. Short Ride: Emerson School, Route 117, Bolton, 1/2 mile west of Route 495 on the left opposite the Bolton Police station.



You Know You're a CRW Old Timer if ...

- You have the letter "P" and an arrow permanently painted on the street in front of your house - You know Ed Trumbull's phone number by heart - You know Jill Lewis' maiden name - You still have a CRW decal (and the twenty year old car you put it on) - Your basement is filled up with half empty cans of white Krylon paint

September, 1999

Tandem Bicyclists of New England (TBONE) rides



This is a series of rides for tandemists. Unless otherwise indicated as CRW rides, these are rides hosted by other clubs or individuals. Helmets are mandatory, and are recommended for all riders (and passengers in trailers). Riders will be required to sign disclaimer forms when participating on club sponsored rides.

We suggest calling the ride sponsors to confirm a ride, especially if weather is doubtful. Rides may or may not include lunch stops; we suggest that you carry food. One-day riders are welcome on any weekend trips.

Further details on the rides can be obtained from the T-BONE web site: <http://members.home.net/wwwtbone>

A mailing list for impromptu rides, and discussion can be joined from this web site.

For information on how to obtain a printed copy of the season's rides, call Linda or Bob Harvey, 603-898-5285.

September 3-6

Smuggler's Notch Labor Day Weekend

Jeffersonville, Vermont Sponsors: Lois & Jim Hollow 603-774-5609, HOLLOWLO@MHCGM.ORG September 9-12, Acadia Park Weekend Sponsors: Don & Carolyn Lane 603-893-4766. Donandcal@aol.com

September 25 & 26

GSW Sea Coast Century Weekend

Saturday and Sunday, 7:00 a.m. Hampton Beach, New Hampshire Information Contact: Peter DeSantis, 4R Walton Circle, Londonderry, NH 03045. 603-432-7540 Web site: www.geocities.com/Colosseum/Loge/9605/

October 3

New Hartford, Connecticut

Sunday Sponsors: For information and directions call Nancy and Jim 860-793-1255, or Bob and Pam 860-828-8514, RAKENEDY@SNET.NET



CRW Trips

APPLE BIKE '99

Columbus Day Weekend October 8-11, 1999

Join us for the sister event to the "Bikers on Skis" weekend. We'll be staying at our favorite B&B, Applebrook, and will offer a selection of rides in this prime cycling area of Northern New Hampshire to suite all tastes. This year the weekend will be the three day Columbus Day Weekend. The weekend cost of \$160 includes three nights lodging, three breakfasts, and two dinners. Prepare yourself for fine biking, fine eating, and don't forget to bring your bathing suit for the outdoor hot tub. To register, send a check for full amount made out to CHARLES RIVER WHEELMEN, and a SASE (or E-mail address) by September 4th to:

Applebike '99 c/o Jack Donohue 26 Fox Run Road Bedford, MA 01730-1104

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

Include any dietary restrictions, and whether you'd like to arrange carpooling. If there's not enough room, we'll call you. Otherwise, you will receive an information poop sheet some time before the weekend.

For more information or for last minute availability, you can contact the leaders:

Susan Grieb and Jack Donohue (781) 275-3991 (before 9 PM) E-mail: jdonohue@world.std.com

Other Trips

Nashoba Valley Pedalers Fall Century Classic

Saturday, September 11, 1999

The Nashoba Valley Pedalers (NVP) will be hosting their annual Fall Century Classic on Saturday, September 11 (rain date: Sunday, September 12). All routes start and end at the Wayland Pool, Wayland, MA. The Wayland Pool is located on Old Connecticut Path (Route 126), two miles South of the junction of Routes 20 and 126. Registration begins at 7:00 am. This year, we are offering four routes of 25, 50, 75 and 100 miles. The 100 mile route travels to Hollis, NH and back. Two water/rest stops are on route in Harvard and Dunstable. All routes are arrowed and cue sheets are available. Pre-ride mechanical support will be provided by Cycle Loft. Preregistration rates are \$10 members, \$12 nonmembers. On site registration rates are \$12 members, \$15 nonmembers. The 25 mile route is \$8. Preregistrations must be received by Saturday, September 4. All riders are required to wear helmets and to sign a release form.

Registration forms may be downloaded from the NVP web site at www.ultranet.com/~nvp, or send a self addressed stamped envelope to NVP Century, PO Box 2398, Acton, MA 01720 and request a form. Riders can call the NVP phone at (978) 266-1NVP the night before the event for weather related cancellation information.

Two Ferry Metric Century

Sunday, September 19

Sponsored by the Middlesex Bicycle Club, this ride offers the intermediate cyclist a challenging yet scenic tour of the Connecticut river valley. Registered rides will receive a map, cue sheet, and souvenir water bottle. The hilly route will be marked and patrolled by sag wagons. A rest stop with food and facilities will be provided. Fee is \$13 until September 16, \$15 after and day of the event. Fee includes ferry crossing fare. Make checks payable to Middlesex Bicycle Club. For more information, call Cheryl or Mike Parker at (860) 563-6667 or web site cyclingconcepts.com.

Major Taylor Century

Sunday, September 26, 1999

Seven Hills Wheelmen ,Rutland, MA

Bicycle 25, 62 or 100 miles on quiet, rolling back roads in central Massachusetts as the seasons change. All new routes this year!

All rides leave from Sovittaja Finnish Society (Finn Park) on Demond Pond, Finn Park Road off Pleasantdale Road, Rutland, Mass.

Directions: From Worcester, follow Route 122 north through Paxton and turn right at Four Corners ice cream stand onto Pleasantdale Road. Finn Park Road will be on your right. Or take Route 122A north through Holden, into Rutland, and turn left after Route 56 onto Pleasantdale Road. Finn Park Road will be on your left.

Century (100 miles) check-in 7:15-8 a.m., depart 8 a.m.

Metric Century (62 miles) check in 8:30-9 a.m., depart 9 a.m.

Quarter Century (25 miles) check-in 9:30-10 a.m., depart 10 a.m.

Rain or Shine

\$10 at the start; no preregistration.

Entry fee covers Continental breakfast, cue sheet, arrowed route and snacks. Helmets required.

Post-ride cookout to benefit the Major Taylor Humanitarian Association, which is raising money to put up a statue of Major Taylor in Worcester. Tickets: \$15, available only at ride sign-in, 7:15-10 a.m. September. 26 at Finn Park.

Who was Major Taylor? Marshall W. "Major" Taylor (1878-1932), who lived in Worcester, was world cycling champion in 1899 and American sprint champion in 1900. Known as "the Worcester whirlwind" and "the colored cyclone," he was the second black world champion in any sport (the first was bantamweight boxer George Dixon in 1891). More about Major Taylor: <http://www.majoraylorassociation.org>

Century information: Kyle Haggerty, (508) 248-0982, khaggert@aol.com Seven Hills Wheelmen: <http://members.aol.com/shwworc/index.html>

Covered Bridge Century Tour

October 3, 1999

Sponsored by the Slate Covered Bridge Fundraising Committee of Swanzey, NH, this event includes rides of 100, 75, 62, 50 and 25 miles all along the same route, the NH, Vermont and MA countryside, featuring covered bridges and fall foliage. Registration fee of \$10 prior to September 24, or \$15 at the event includes maps, cue sheet, fruit, snack items and sag wagon service. A commemorative T-shirt can be purchased at an additional cost. Helmets required. To obtain registration forms or for any further information, please send a self-addressed stamped envelope to:

Slate Covered Bridge Committee c/o Penny Rogers 454 Homestead Avenue West Swanzey, NH 03469

or

Judy Sullivan 28 Evans Lane Keene, NH 03431

C/Fall 1999

Oct. 8-11

Stay at comfortable but rustic, Remington Lodge is located right off Rt. 9 in West Cummington, Mass., on the edge of the beautiful Berkshires!

Day rides on road or mountain bikes vary from 17 to 100 miles, including the awesome Mt. Greylock, the incredible hair-pin curve on Rt. 2, the Bridge of Flowers in Shelburne Falls, and lots of other fun-filled but hilly routes. There are also many beautiful hikes in the area as well as antique shops, the Norman Rockwell Museum, and the Hancock Shaker Village.

Trip fee of \$ 160 covers your lodging for Friday, Saturday, and Sunday nights plus all meals (served family style) through the Monday final banquet served around 4 PM (\$110 covers two days' lodging and meals) If you need to leave earlier Ken and Jo will pack your dinner to go. A \$50 deposit will hold your space and is NOT refundable unless someone is found to take your place.

For more information and a registration form, contact Karen Saltus, 12 Merriam Avenue, Shrewsbury, Ma 01545, 508-845-5571

Tour de Fram

October 17, 1999

The Framingham Historical Society will be hosting the Third Annual Tour de Fram on Sunday October 17 at 11:00 a.m., starting at the Framingham Center Common, Vernon and Grove Streets. There will be two routes offered, 15 and 30 miles, with detailed maps and directions. This will be an easy-going, family-friendly tour of the Framingham area. Refreshments will be provided at the registration area and at various rest stops. After the ride there will be a community festival, with food, entertainment and a raffle, with lots of prizes. Landry's Bicycles will provide basic mechanical support, along with free instructional bike clinics after the ride. You may pre-register (nonrefundable) for \$12 for adults and \$8 for children (under 17) at Landry's Bicycles in Framingham and Westboro, or download a registration form on line at

<www.framingham.com/history/hstsoc_1.htm>. If you pre-register at Landry's you will be entitled to a free bike checkup. Preregistrations submitted by mail must be postmarked by October 12. Registration the day of the event will be \$15 for adults and \$10 for children. Helmets are required. Stormy weather cancels.

Velo NH from page 5

We lost traction on one particularly steep section and it was all we could do to keep upright. To make matters worse, with Look cleats we couldn't stand on the road. We zigged and jagged about 100 ft and remounted. It did not take long for the heat of day 90+ and the lack of speed for us to succumb to the heat.

It turned out that stopping for water was a blessing. We required it to pour over our heads to keep from exploding. Jason was ahead of us and from our perspective I could not tell if he was weaving to ease the climb or just about to pass out. We reached a false flat and thought we had made it only to start climbing again.

At this point the three of us wondered out loud who would know if we made to the top or not. More importantly, which one of us even cared. This is the moment that we became official members of Team Loser, Northeast Quitters Division. As we stared blankly at each other pondering this a group of hikers came down road. They boosted our morale enough that we decided to press ahead, then Sue and Roy whizzed by as did some singles and that was enough for us to mount back up.

Around the next bend came the lead group including John and Pamela telling us that we had the exact same distance to go as the hikers did a half mile earlier. Not thinking logically at this point we continued. I cannot explain how hard this climb was. We three are not hot weather riders and though we were well hydrated our mass (I can only speak for myself of course) is just too great to be efficient climbers, maybe in the next life.....

The view from the top was unbelievable. We were so high (3600 ft) and the valley spread out below us in 360 degrees. It was truly inspiring, we hated to leave. Horror struck. Ya know all those folks that passed us heading down, we have to descend this bastard. Being a weak kneed, white knuckled descender got me into Team Chicken.

The descent was the very first time that I thought I had to stop to ensure that we made it down alive. We stopped three times in the name of looking at the view but actually we needed to let the rims cool just a bit. In fact the rims on Jason's bike were so hot that his tubes felt like a solid rubber (very hot) tire. Physics in reality. Water sizzled, like we had some to waste. The road leveled out enough for us to let it rip and headed back into town. Another life experience to add to our list, but no free lunch.

We spent too much time in town deciding what to eat so the cafe' closed and we settled for deli stuff. Janet opted for electrolytes and juice while Jason and I got real food. Folks were leaving and while we were contemplating our return route, Susan and Victor showed up in a back of a truck. The de-

continued on page 12

Pedaling Into the 21ST Century

By Kenneth R. Wykle

Administrator, Federal Highway Administration

President Clinton and Vice President Gore have established the development of livable communities as a top priority for the Administration. Livable communities — places where people can work together to improve the quality of their lives — means encouraging development patterns that give people safe, accessible and convenient transportation choices. Those are, by definition, friendly to bicycling.

Following the strong direction from the President and the Vice President, government agencies have begun to view bicycling as a serious part of our national transportation system — a transportation choice instead of a recreational activity only. And more and better things are coming for bicycling in the future.

Under the leadership of the Federal Highway Administration (FHWA), spending for bicycle and pedestrian projects has increased from about \$4 million of federal money annually in the late 1980s to an average of \$160 million a year during the 1990s. Even this amount was on a continual upswing, reaching \$239 million in 1997. In addition, significant amounts of money are being invested by state and local governments to improve conditions for bicycling.

The Transportation Equity Act for the 21st Century (TEA-21), which President Clinton signed into law last year, holds even greater potential for funding bicycle facilities and programs. State and local transportation planning agencies also are more aware of the demand for facilities that will allow people to bicycle and of the environmental, economic and congestion-relief benefits of bicycling. As a result, we expect a continued surge in bicycle facility investment as an alternative to the investment of the past, which too often excluded bicycling as a choice.

We have made tremendous progress in the last few years. More American adults are riding bikes and walking. But we must continually focus on our number one priority — safety — while at the same time creating an environment that encourages bicycling and walking.

Our goal is to double the percentage of trips made by bicycle and foot while, at the same time, reducing the absolute number of fatalities and injuries involving bicyclists and pedestrians by 10 percent.

We have found that more than one-fourth of all travel is one mile or less and 53 percent of all people live within two miles of a public transit route. These short trips hold tremendous potential for increasing the amount of bicycling.

To reach our goal, we will be reaching out to the state and local officials who are responsible for making most transportation decisions under our program. We will be encouraging them to consider bicycling when they write their plans and we will be developing procedures that will require that consideration in a systematic way.

Today, at FHWA, we are approaching transportation with a new perspective that will produce more consideration and

more access for bicyclists. We have a new vision that says that the superhighway is not always the answer.

The quest for road improvements does not always have to result in a huge, multi-lane road that leaves little or no room for bicyclists and pedestrians. Instead, a well designed highway can balance the needs of bicyclists and motor vehicle traffic.

While FHWA will continue to provide leadership from Washington, bicycling advocates must make their voices heard at the state and metropolitan planning levels. The legislation of the 1990s opened the door of the planning process to public involvement. Our guidance to the planning organizations will ensure that bicycling and walking are given consideration. However, it is up to bicycling advocates to participate and to make sure that what is planned is well designed and maintained.

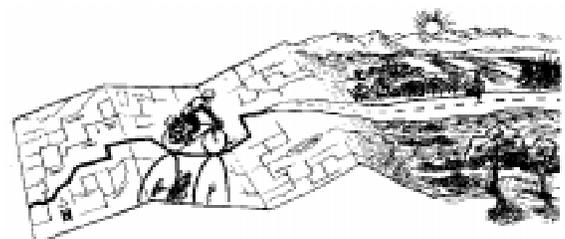
In the federal transportation program, funds are distributed in general categories to state transportation departments and metropolitan planning organizations. Bicycling projects are broadly eligible for funding from most of the major federal-aid highway, transit, and safety programs.

Decisions to allocate these funds are now and will continue to be made at the state and metropolitan level, but we will through consultation strongly encourage the funding of bicycling facilities and programs.

TEA-21 not only directs consideration for bicyclists in the planning process but it also requires consideration of bicycle facilities in conjunction with all new construction and reconstruction of transportation facilities, except where bicycling is explicitly not permitted. We hope that prohibition will be applied to a dwindling number of places and only on a sound safety basis.

Bicycling is economical, environmentally sound and healthy. It can and should be an available alternative for people to get around whether it is to work, school, shopping or visiting friends. People shouldn't have to use a gallon of gasoline to get a quart of milk. Increased use of bicycling as a means of transportation also will help protect the environment, reduce traffic congestion and develop more livable communities.

If we are to reach our goals, bicycle advocates must become involved in the planning process at the state and local levels. By making planners and other decision-makers in all 50 states aware of the demand for bicycle facilities, we can develop a better transportation system and, ultimately, a better nation.



The Twin Peaks Challenge

by Ken Hablow

If you absolutely need to do 2,000 feet before breakfast, and if you measure your week in altitude gain, not miles - read on. If the thought of hills turns your stomach, get your Mylanta out before you continue.

When hill climbers think of Vermont they always dream of The Mad King Challenge - four beautiful mountain gaps, 115 miles, 8,000 vertical feet. So what if the top of Lincoln Gap is a 17% grade? But this ride is merely interval training - a very few miles of UP (some straight UP) with a lot of down and flat in-between. Hill climbers - forget about it!

While driving through northern Vermont, over some of the most beautiful roads this side of Seattle, I discovered a hill climbers dream ride. Tucked away north of the gaps, notches and passes are two of the most challenging climbs in New England. Linked together they form what I am now calling the Twin Peaks Challenge of Jay.

The 38 mile short version (who need 100 miles to climb 8,000 feet, anyway?) of this new "Challenge" starts in Montgomery Center, only because you get two and a half miles of flat warm up before the climbing begins. In the town of Montgomery turn right (north) onto Richford Road. This 6 mile climb is a great warm up for the big ones. Gotta get those legs loosened up. Great views, though.

At the bottom of a mega downhill, turn right on Route 105 (east). Enjoy the flats, short as they are, only 3 miles. At the cutoff to the Canadian border, the flat route to North Troy, the "Challenge" stays on Route 105. This starts the seven mile ascent UP (and UP and UP . . .) North Jay Peak. In the seven miles, I venture to say there is nothing less than a 5% grade with many 9% and more with a great set of switchbacks at the top. This is kind of like Mile Hill Road in Westminster for 7 miles, or the north side of Terrible Mountain for 7 miles. My ears popped twice just driving this.

Of course, any UP is followed by a great descent. At this point you deserve it. At the bottom turn right onto Route 101, then after about a mile, right onto Route 242. This is the road that goes UP (more UP - gotta love it!) another 4 1/2 miles past the base of the Jay Peak ski area and finally ends back in Montgomery Center. This has gotta be close to 8,000 vertical feet.

Now, if you are still not sufficiently challenged, you can do a longer loop of 92 miles that starts in Jeffersonville and add about another 2,000 feet. The beauty of starting in Jeffersonville is that you can stay at Smuggler's Notch Inn, where CRW member John Day serves a very hearty biker's breakfast. Of course, you can stay in Jeffersonville and drive to Montgomery Center for the 38 mile wimp version. John and Cynthia would love to hear about this mondo hilly ride while slurping down one of Vermont's finest micro-brewery beers after a soak in the hot tub. It is no wonder they chose this incredibly beautiful part of Vermont to settle into.

From Jeffersonville, head north on Route 108 UP to Enosburg Falls. One of the prettiest roads in the state. Turn right onto Route 105 and follow this to East Berkshire where you will turn right onto Route 118. When you enter Montgomery,

Mass Bike Century

by Steve Kolek

After securing replacement leaders for our Wednesday ride in Wellesley (thanks Beth McLaughlin and Harry Manasewich!) Sheldon Cooperman and I drove out to Westfield on Tuesday evening to join the Mass Bike Coalition for the mid-tour century. We found a tired but very spirited group of tourers settled in at Westfield State College's Courtney Hall. Some would opt to use Wednesday as a recovery day, others would be joining us for the century or half century option. Among all we witnessed a strong and growing sense of community. Clearly the Mass Bike Coalition was achieving something here.

The hot humid weather from the weekend had been pushed out by a much drier and cooler air mass and folks opting to camp outside the dorm made good use of their sleeping bags that evening. At the dining commons the following morning we were reminded that Courtney Hall was also host to the National Cheer Camp; the atmosphere was somewhere between a LAB Rally and the Munchkin province of Oz as we prepared to follow the yellow arrowed road.

And what a road it was. In the first 19 miles out of Westfield my bike computer had accumulated half of the total climb from the CTTC metric on Sunday. I had been cursing the business flight that ruled out the logistics of the full CTTC century since Sunday, but now realized the fates had been protecting me. This route was both very challenging — 108 miles and more than 6500' of climbing — and beautiful, covering a dozen Berkshire towns from Westfield to Sheffield and back. And the weather was perfect. Bright sun in the early morning hours, a thin layer of very high clouds in the afternoon. Sheldon brought along his camera and a photo-realistic mentality, snapping pictures of "spent salmon" riders at the top of the worst climbs framed by a background of winding rivers and farmland in the valleys below.

Somewhere in Sheffield we met Eric Dilg who joined us for the rest of the ride. A rare moment occurred about 15 miles out of the lunch stop in Great Barrington. After achieving a new lifetime top speed on the best descent of the day I was able to turn my grinning face to Eric and thank him for truing the wheels two weeks earlier — yes, an unabashed plug for Bikeway Source!

The last 15 miles (Chester to Huntington to Westfield) had us gradually dropping from 1530' down to the 340' at the Westfield State campus. A very kind (but not gentle — we exploited the grade and bumped up our average pace by about 1.5 mph) end to this well planned century. A barbecue and rock concert after the ride created a festival atmosphere back at the Courtney Hall. Both Sheldon and I seriously regretted not having signed up for the entire tour.

Big thanks to Conrad Willeman and all of the hardworking folks from the Mass Bike Coalition. A must ride for next year!

scent wasn't so kind on them.

Though both shaken, Susan got the worst of it and in a state of shock, she was in no mood for additional pain that would be required to clean out the gravel and sand from her road rash. After about 30 minutes we made the decision to ask for help from the local EMTs (one worked in the local bike shop) and packed them up for a trip to the St. Johnsbury Hospital.

Now our problem, after this emotional roller coaster, was how to get back the quickest way. Well that was a mistake because the quickest was the busiest and the least bike friendly route we could have picked. Decision made, is a decision played. The route never ended and we never returned. Total distance traveled, 93 miles most of it up....

The clam/lobster bake was great, delayed a bit while folks were being accounted for but the wine, beer, and food flowed into the evening. We headed back to our room and spent the night in our sweltering room waiting for the usual NH cool night air to kick in.

Riding Thru the Pain:

Tortured all night, it took dawn a long time to arrive. I think that I felt fine but moved kinda slow getting ready for the day. Rain clouds had moved in and it was starting to sprinkle. I thought that we had packed too much stuff yesterday, now I needed to add foul weather gear. The burning question is whether to swap the Avocet Fastgrips for Specialized Arma-dillos. So I do the swap only to notice that these Armadillos are not round and I cannot stand the thump. Will just have to use caution on the descents and hope that the pavement on the ascent offers enough traction.

After a great breakfast, some biker fellowship, too many cups of Kenya AAA java, we head out. The rain actually feels good, nice and warm so it isn't chilling but it helps mask the sweat that pours off pork boy when the temps are above 60 degrees F. Just our luck, the rain ends before we hit the 8 mile mark and although it looks like it may on and off the remainder of the morning, we hauled extra stuff for the resistance training. "Better to complain about not having it than looking at it" is my new motto.....

In Franconia, which I swear is 100,000 ft below sea level to begin with, I ask whether Jason or Janet were committed enough to continue. It would be a quick 30+ miles back from here or we could go on. Just remember that once we headed toward Bath, there was no bailing options left. Unfortunately for me they chose to move on.

What a shock to see all the cycle boyz in Bath. It was like being on a bad spaghetti western set, instead of horses tied up in front of the local saloon, here were all these bikes and lycra desperadoes hanging out. They were eyeing your sandwich and ice cream instead of the local señoritas. When they swaggered through the Bath General Store door you could hear the faint sound of spurs.

We bribed Pamela's silence on how terrible we looked climbing Burke by providing her with lunch. John and I got to talk bikes and what would be the perfect one. To my pleasure he rated the longlow up there, fortunately there was no mention of the color teal...

This road continues to climb for about two days and then for a short period of time you get to blast back down into Franconia (remember it is 200,000 ft below sea level) passing the Historic Lover's Lane, the first Ski School in America, and a Pancake Joint. Then back in Death Valley East, we held up the local supermarket hoping to find EPO, Heroin, and a refrigerated truck that was on its way to Jefferson NH. Instead, Turkey Heroes, tons of water, some iced coffee and a place in the shade.

I was left outside to tend to our gear and I was riffling through our packs and it dawned on me. Its 100 degrees and I am carrying booties, slickers, gloves, 4 spare tires, 6 tubes and a few tools. I spotted an group of riders who had an ounce of sense and had driven to Death Valley so I pleaded with them to haul our packs, if they had heavy duty suspension. They were happy to help out and I felt 100% better.

The last leg had been nothing but bitter memories for us and we all knew exactly what it would take to make it back. The ascent out of Franconia and the short descent into Bethlehem was always the first five nails in our coffins. However this year Jason raced up it like it was the start of the weekly group ride and Concrete and I settled in to a moderate but containable pace. We were making great progress. We tried to maintain contact with Roy & Susan, and Osman & Judy but it wasn't to be we were just enough different that on part of a hill would separate us.

However when we would catch up or they would fall back, we were able to chat without much effort. It helped make the journey manageable. We stopped at Marty's in Whitefield for one last fluid load. Surprising to us all, we realized that for the first time we were not tired of drinking as had happen so often in the past. We were mixing electrolytes into fruit juices and taking salt at every stop. We had consumed between the three of us, twelve gallons of water in two days of riding, five on the Burke Mtn. ride and seven today. Granted, some of that was worn to cool us down, but it was kinda hot.

While resting, the last of our Franconia group sailed by and a few minutes later we headed out. Again to my amazement it was not a death march but more of a cool down ride. The last two poppers did not cause us problems and we rolled in with enough time to clean off the grime from this morning's rain, relube and grab a few frosty ones....

Dinner that night was the best. Martin's fare was exceptional and the company was great. What a fitting ending for the weekend and the end of an era.

Final Chapter:

We bagged the final ride, everyone was too tired to tackle Hurricane and we (read me) was too pooped to continue. Good thing though, when we returned home and I had a chance to inspect the tandem, the rear wheel had begun to come apart. I was able to pull spokes out of the nipples because they had worked themselves loose. I could just imagine hauling ass down some hill and the rear wheel disappearing...

I have to thank Pamela and John for once again providing enough adversity to bring people together and to enhance our inner selves. The Innkeepers for their tireless efforts in keeping caloric depraved folks content.

CRW Century Flier

Little Jack's Corner - by Jack Donohue



I guess it's true that I'm congenitally cheap, but I will shell out the big bucks if I think I'm getting a bargain, as they say in Boston. This

was brought home to me recently by two incidents.

I was looking through the Nashbar catalog. I should preface this by saying I haven't really bought much from Nashbar in recent years — in the late '80s I stockpiled enough equipment to see me far into the millennium. So mostly I buy staples like tubes and brake pads that I'm too lazy to go to a real bike store for. But I always look at the close-out items. I don't really look at what they're selling, or even what it costs, necessarily, but instead I look at the ratio of the clearance price to the alleged normal selling price. If this ratio is suitably low, I convince myself that I need to buy one (or ten). Only then do I consider what the item actually is, and whether I do in fact have a need for it.

I was looking through the catalog and noticed some really low prices on aero bars. I was deciding which one to buy, or maybe both, when the voice of reason chimed in and reminded me that I had about three sets of Profile aero bars that I'd bought on sale in the early '90s. Now, aero bars are not a high maintenance item. You pretty much bolt it on, and unless you have a major crash, it's yours for life. And I'm not one to replace perfectly useable equipment when a better model comes along. In fact, I'm usually the one buying the old model when someone else upgrades to the new stuff. So having all my current bikes fitted with aero bars and three in reserve, I guess I'm set in the aero bar department. So I resisted the urge to buy more, despite the considerable savings. This for me was a breakthrough, a first step on the road to recovery.

The other event that brought home this problem of mine was when I shredded my rear tire. Knowing I had a stockpile of tires at home, I made the ultimate sacrifice and used a dollar bill for a boot, and continued (Note: dollars bills that

are used for boots are probably not suitable for those machines that swallow currency anymore). I got home, extracted the dollar and looked around for a suitable replacement tire. It turns out that I had about five 700x20C tires, not because I own any bikes that could use them, but because I got a really good deal on them. Finding no 700x28C tires, which I really would have preferred for a commuting bike, I was forced to use one of these skinny numbers, stuffing a 700x28C tube into it with great difficulty. But I did get a good deal on it.

So too with my shoe collection. I have a collection of cycling shoes to rival Emelda Marcos. Well, I'm not sure Emelda has any cycling shoes, but you get the idea. Some of them even actually fit, sort of. As I said, my first criterion is price. Only then I look at size. Most sale items become sale items because they haven't been able to sell them. A major reason for this is that they come in odd sizes. So the size selection in the super closeout items is usually pretty limited. So, if the size offered in +/-4mm within the size I would wear if I had any shoes that fit, I say "buy."

No Rain! continued from page 1

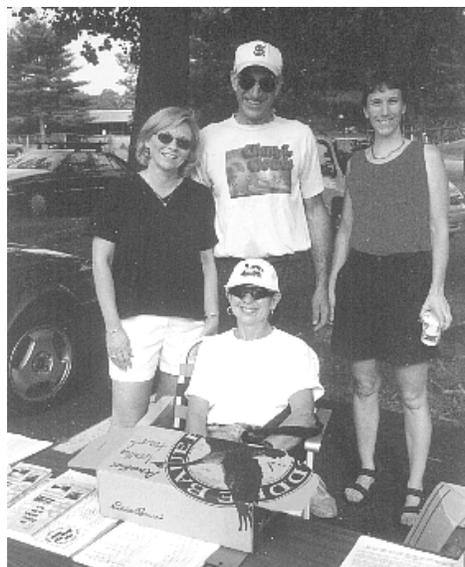
rider, Dick Arsenault, who at 70 years old had no problem with the climb up the mountain.

At 8:00 the group took off, up the hill to cross Route 2 with a two car police escort courtesy of the town of Concord Police dept.. A few miles later, the town of Lincoln kindly provided a detail to help the riders across the traffic light at Route 117, and then the fun began. After all, we only do this for the fun of it.

An hour and a half later, slightly over 100 riders partook of a Bolton Police escort across Route 117 from our remote start, also on their way to Mt. Wachusett.

Once again, the folks at Berlin Orchards were very gracious to help us set up a great water and rest stop for this event. They had a Crafts Fair scheduled for the same day but since the extremely hot weather drove people indoors, the Berlin Police detail they hired spent the day stopping cars on Route 62 as riders came down Sawyer Hill Road to the water stop.

Registration at Concord was handled by Stacie Barker, Rich Fields, and my wife, Jan, who also assisted with sag for the day. Lyn Pohl has become our de-facto register person in Bolton, having taken on this job from the first time we started to register riders.



The water stop in Sterling was staffed by Wes Jewett and company. Wes, also, has worked this event since we started providing water stops.

The water stop at Berlin Orchards was run by Susan Goetcheus and a woman who drove up from Hartford, CT with CRW members Harvey McGee and Donna Saulter. She could not ride due to a knee injury, so since she had to wait for a ride home, she volunteered to work the water stop.

A very special thanks to CRW member Steve Thomas for setting up an additional water stop at his house in Stow.

Thanks also to Peter White for getting up earlier than he is used to, and taking pictures of the police escort across Route 2. Look for these on the web site.

If you missed Climb To The Clouds this year, make your calendar now for July 16, 2000. #9 is always a lucky number.

Welcome New Members

Tim Allen	Westford
Jay Bazzinotti	Norwood
James Bernstein	Beverly
Daria Biernat	Boston
Ann Brazier	Medfield
Glenn Collins	Freeport
Nelson Corchado	Somerville
Brooks Corl	Millis
Jerry Creedon	West Roxbury
David Crosbie	Somerville
Jean Desjardins Sandy Payne	Medford
Thomas Devlin	Somerville
Michael Dohan	Lexington
Maureen Dolan	Charlestown
Evelyn Duesterwald	Boston
David Eckert	Wayland
Kathleen Ely	Arlington
Shelley Fitzgerald	Medway
Jeffrey Flynn	Brighton
Richard Friend	Jamaica Plain
Dan Ginsburg	Wellesley
Cindy & Bob Goodof	Needham
Dyan Goodwin Robert Serio	Boston
Sharon Harrison	Randolph
John Hood	Somerville
Gary Jenkins	Cambridge
Matthew & Julie Jensen	Newtonville
Margaret Johns	Boston
Elizabeth Johnson	Somerville
Kresimir Josic	Brighton
Ann Marie Kamensky	Roslindale
Marion Kasaian	Charlestown
Catherine Kennedy	Boston
Robert Kinster	Townsend
Judith Lamb	Boston
Gregory Lee	North Attleboro
Marc Lipson	Wilmington, Vermont
Nancy Loughran	Shrewsbury
Brian Mardirosian	West Roxbury
Nancy McGraw	Newton Centre
Alan Miller	Boston
Linda Neary	Belmont
Stephen Oldach	Ashland
Carol Parks	Brookline
Christian Randles	Newton Centre
Janet Raskin	Cambridge
Fiona Ritchie	Salem
Pamela Schoeppner	Brookline
Jeff & Dewie Schriesheim	Lexington
Dan Siagel	Southborough
Nina Siegel	Arlington
Daniel Stoupe	Woburn
Susan Taylor	Holliston
Deborah Trainor Todd Flanagan	Framingham
Enrico Vecta	Boston
David Walker	Boston
Winona Wall	Worcester
Susan Webber	Auburndale
Holly Whitaker-Kenney	Brookline

July Mileage Totals

1	4	4	9	2	6
---	---	---	---	---	---

	Miles	M	C	K		Miles	M	C	K
Melinda Lyon	10412	5	5	5	Ted Hamann	1933	-	-	-
Jack Donohue	8111	-	-	5	Ed Foster	1868	2	-	-
Bruce Ingle	7892	6	5	5	Jim Goldman	1770	-	-	-
Gerald Goode	7873	-	-	4	Larry Dolinsky	1554	-	-	-
John Bayley	7661	6	5	4	Joan Dolinsky	1541	-	-	-
Pamela Blalock	6880	6	4	4	Susan Grieb	1384	-	-	-
Martin Estner	5950	7	6	3	John Kane	1368	-	-	-
Ken Hablow	5740	6	5	3	Dana Dedek	1222	-	1	-
Mel Stoler	5490	7	7	3	Harry Wolf	1090	-	-	-
Robin Schulman	5289	5	5	3	Coleman Rogers	1068	2	2	-
Rich Fields	4826	6	4	3	Gabor Demjen	1023	1	-	-
Peter Knox	4637	4	4	3	Greg Tutunjian	940	-	-	-
Debbie Kirchwey	3462	7	7	-	John Springfield	928	-	3	-
Bill Widnall	3401	7	7	-	Jacek Rudowski	876	2	-	-
Joe Repole	3249	7	7	-	Jim Merrick	872	1	-	-
Peter Brooks	3238	6	4	-	Phyllis Mays	796	-	-	-
Dick Arsenault	3177	3	1	-	Jeff Luxenberg	781	-	-	-
Irving Kurki	3167	6	4	-	Dave VanAmeijden	765	1	-	-
Ed Hoffer	2909	1	-	-	George Caplan	611	-	-	-
Glenn Ketterle	2827	2	-	-	Tracy Ingle	399	-	-	-
Lee Howard	2773	-	-	-	Jim Broughton	392	-	-	-
Joe Marcal	2602	-	-	-	Ed Trumbull	276	-	-	-
David Wean	2601	1	-	-	Jared Luxenberg	183	-	-	-
Marc Baskin	2450	-	-	-	Emily Wean	96	-	-	-
Ken Hjulstrom	2262	-	-	-	Julia Wean	57	-	-	-
Doug Cohen	2207	1	-	-	Sara Luxenberg	47	-	-	-

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.

For Sale

Red Bianchi hybrid, step-through frame, rear rack, handlebar pouch with map case. Excellent condition. Good commuting, touring bike.

Cynthia Snow, 617-731-8725, csnow@coe.neu.edu

WheelPeople History

Twenty Five Years Ago

(provided by John Kane) The CRW ride for LAW National Century Day started from Lincoln Guide Service and ended up being 121 miles. A week later our annual Sunrise Tour of the South Shore started at 6:00 AM in Hingham but Ralph Galen lead the roadrunners out from Cambridge at 4:00 AM. We all enjoyed an after-ride pancake breakfast at CRW member Ed Corea's house.

Five Years Ago

The Rides Committee is formed to spread the load of scheduling rides, which had previously been done single-handedly by Jamie King. We have Ralph Galen's last installment of his round the world trip, "Two Years from Saturday." John Springfield rides from Boston to Florida in thirteen days.

THESE FINE BIKE SHOPS OFFER DISCOUNTS TO CRW MEMBERS

- Ace Wheelworks** (617) 776-2100
145 Elm St., Somerville
- Back Bay Cycles** (617) 247-2336
333 Newbury St., Boston
- Belmont Wheelworks** (617) 489-3577
480 Trapelo Rd., Belmont
- Bicycle Bill** (617) 783-5636
253 North Harvard St., Allston
- Bicycle Classics** (508) 359-1941
36 Park Street, Medfield
- Bicycle Exchange at Porter Square** (617) 864-1300
2067 Mass. Ave., Cambridge
- Bicycle Workshop** (617) 876-6555
259 Mass Ave., Cambridge
- Bike Express** (800) 391-2453
96 N. Main St. Randolph
- Bikeway Source** (781) 275-7799
111 South Road, Bedford
- Burlington Cycle & Fitness** (781) 272-8400
330 Cambridge St., Burlington
- Chelmsford Cyclery** (978) 256-1528
7 Summer St., Chelmsford
- Community Bicycle Supply** (617) 542-8623
496 Tremont St., Boston
- Cycle Lodge** (781) 829-9197
1269 Washington St., Hanover
- Cycle Loft** (781) 272-0870
28 Cambridge St., Burlington
- Dedham Cycle and Leather** (781) 326-1531
403 Washington St., Dedham
- Farina Cycle** (617) 926-1717
61 Galen St., Watertown
- Fat Dog Pro Shop** (781) 251-9447
940 High St., Westwood
- Ferris Wheels Bicycle Shop** (617) 522-7082
64 South St., Jamaica Plain
- Frank's Bicycle Barn** (508) 366-1770
123 Worcester Tpk., Westboro

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

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

**Charles River Wheelmen
19 Chase Avenue
West Newton, MA 02465**

BULK RATE
U.S. POSTAGE
PAID
PERMIT NO.
54601
BOSTON, MA

Join The Charles River Wheelmen

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

Signature(s) _____ Date _____ Date of Birth _____

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.

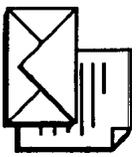
We publish an annual member directory that is available only to club members. Check this box if you don't want your name, address and home phone number on this list.

CRW Membership Fees*	1 year	2 years	3 years
Individual	\$35	\$67	\$99
Household	\$40	\$76	\$112

*Additional contributions to CRW (\$1, \$5, ...) are greatly appreciated!

***Contact David Balzotti, 617 576-9878 if you are an LAB life member. Make check or money order payable to Charles River Wheelmen and send completed form and membership fees to David Balzotti, 53 Dogwood Road North, Hubbardston, MA 01452**

- I'd like to help with the activities checked below. Please have someone contact me:
- Ride Leader
 - Safety
 - Host a post-ride party
 - Other _____
 - Publicity
 - Membership
 - Legislative Action
 - Newsletter
 - Special Events



Renewal or Change of Address?
Don't miss a single issue of WheelPeople! Send your renewal or change of address to our Membership Coordinator:
David Balzotti, 53 Dogwood Road North, Hubbardston, MA 01452