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# WheelPeople

Newsletter Of The Charles River Wheelmen

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On the roads of New England since 1966

Volume XXIII, Number 11 November, 1999

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## Annual Holiday Party

Our Christmas season party will be held from 7 to 11 PM on Friday, December 10 at St. Paul's Episcopal Church, 100 Pine Hill Road, Bedford. From route 128 take the 4/225 exit west through Bedford Center. Where 62 and 4/225 split, turn right onto 4/225. At the next split just ahead, stay to the right on route 4. Pine Hill Road is about 3/4 mile ahead on the right. The church is near the top of the hill on the right. The 2000 ride calendar will be available for ride leader sign-up and for planning purposes. Volunteers are needed for basic tasks like buying food, helping with decorations and, of course, cleanup. Last year's pot luck format produced many delectable treats. Here's your chance to unmask yourself as successor to Julia Child! Bring food based on the starting letter in your last name from the following categories:

- A-F:       Appetizers & Salads
- G-L:       Desserts
- M-Z:       Main Courses

This is a great opportunity to socialize with your riding buddies and see what they look like without Lycra, not to mention getting first dibs on the choice dates for leading rides.

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## Annual Banquet and Awards Presentation

The annual CRW banquet will be held on Thursday, November 11 at the Yangtze River restaurant in Lexington. We will have a full menu including several vegetarian dishes. Dinner will be served at 7:00 sharp. Arrive between 6:00 and 6:30 for cocktails, appetizers, and socializing. The Yangtze River Restaurant is located in Depot Square off Massachusetts Avenue in Lexington Center. The cost for the banquet is \$15 per person, children nine and under are half price. Please send your reservations by November 4 with your check to Don Blake, One Gleason Road, Bedford MA 01730.

## The Hills are Alive

— with the Sound of Cyclists  
by Jack Donohue

Well, we knew we had a good route, but that combined with perfect weather made for a wonderful fall century. We had the ride earlier this year because of a conflict with a Jewish holiday, so for the first time we went head to head with the Flattest Century of the East. I guess there are enough people who like hills, since we were more than two hundred

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## From Mexico to Missouri

Slide Show by Charles Hansen  
November 21, 7:30 PM

Join us to view some excellent (edited) slides from Charles Hansen's two solo tours in 1999, a late winter tour in Mexico's Yucatan Peninsula and an early fall trip between St. Louis and Kansas City using the well-known Katy Trail. Mexico is an inexpensive and convenient winter destination for touring and the Yucatan is probably the safest and friendliest region for cyclists to ride in. It is admittedly monotonously flat, but there are mountainous states nearby for those who demand hills. Highlights of the tour were days spent at the major Mayan ruin sites of Uxmal and ChichenItza. Missouri's Katy Trail State Park is claimed as the longest rail trail in the country, following the Missouri River for much of its 225 miles from St. Charles (outside St. Louis) to Clinton in the western part of the state. Although not paved, the fine crushed stone surface generally provides smooth, albeit somewhat dusty, riding. The trail passes through varying scenery and is frequently within view of or along the river, sometimes with dramatic sandstone bluffs on the other side of the trail. This is rural farming country and many of the small towns the trail passes by seem rooted in another era, while at the same time the trail does generate local business including a goodly number of B&B's. Slide show will be held at Jerry Green's house, 28 Winchester Dr., Lexington (781-862-5971), at 7:30 PM. Join us for carbo-loading before the main event at 6:00 PM at

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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
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Social Committee Chair	Barbara Bix	(617) 964-8193
Safety Committee Chair	Open	(your) number-here

### 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
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### WheelPeople Staff

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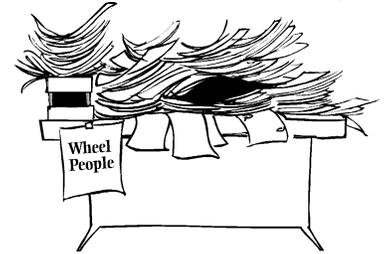
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### Board of Directors

Don Blake	2000	(781) 275-7878
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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](mailto: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



October 5, 1999

**Membership Report:** The current membership total is 893, with 22 new, 49 renewed, and 50 expired members in September. Club membership has dropped below 900.

**Treasurer's Report:** Our cash flow was very healthy for September, due largely to the Fall Century. Web Site: Jack Donohue reported that we have two new sponsors: International Bicycle Center and Harris Cyclery.

**Government Relations:** Bob Sawyer reported that a new bottle bill eliminating the 5 cent refund is currently in committee. If the bill passes, it means more glass on the roads. CRW members are urged to contact their representatives while the bill is still in committee.

**Rides Calendar:** November has two open Sundays. Jim Sullivan is stepping into lead two Sunday rides.

**Volunteer Committee:** In her tireless search for new blood, Linda Nelson is planning to call the registration list from the Fall Century.

**Social Committee:** Charles Hansen has a slide show on November 21.

**Rides Committee:** The committee is meeting on October 12 to plan strategies for recruiting new ride leaders.

**Century Committee** and Climb to the Clouds: These committees also need new blood. We will recruit through an article in WheelPeople and hold regular meetings a month before each event.

**WheelPeople:** The October newsletter was delivered late due to a label problem. Jack Donohue has established a procedure with the mailing person to correct problems in the future.

**Banquet:** Marty Weinstock has made all the arrangements with Yangtze River in Lexington. The restaurant is offering an expanded menu this year. Although the price per person has increased slightly, we are not raising the cost to members. The Board voted to donate the auction proceeds towards a bike rack on the bikeway in Bedford. All present voted on award and certificate presentations at the Banquet.

## Show Me the Cuesheets

by Jack Donohue

We're trying to capture all the classic CRW ride routes for posterity in our rides database. So, if you've led a ride, send me the cue sheet from said ride, and I'll add it to the database. Or if you've been on a ride, and have a copy of the cue sheet, send it along. You should first check the web site: <http://crw.org/CueSheets/index.htm> to see what we have already. E-mail them to me or send scannable hard copy (not the ones you've had wadded up in a sweaty ball in your jersey pocket) to: Jack Donohue Cuesheets 'R' Us 26 Fox Run Road Bedford, MA 01730



## Fixed Up—Part 2

by Mel Stoler

Those of you who read the article I wrote entitled "Fixed Up" in the March 1999 issue of Wheel People might recall my experiences of being swept away with fixed gear riding. Summertime posts on the CRW e-mail list have extolled the virtues of derailleur-less riding. It's time for me to share the next chapter of my story. When I last left off, I was still getting to know my fixer. Initially, I was focused on and challenged by the adjustments necessary to get from Point A to Point B. This included starting from a standing position without the benefit of a free-wheel, the constant spinning, and using one brake. I strengthened my legs considerably, forcing myself up hills as fast as possible and spinning like a maniac to maintain speed instead of tucking and coasting down them. Though this may not sound like fun, I was loving it. I had found a new challenge. My quads were never stronger and my cadence was never higher. This, combined with the efficiency of the fixed pedal stroke was allowing me to motor along in a way that I never did on the geared bike. I was finding that, for the most part, I could keep up with my fellow riders, often charging ahead on some of the up hills though falling behind on the descents. In February, I brought the fixer

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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.

## Stolen Bicycle

Cannondale T700 Touring bike SN 08552TSW21 Blue 54 cm (21") aluminum frame, cromoly fork with low rider eyelets

**Identifying features:** Coda (Sugino) crankset, 42-32-22 chainrings Shimano LX rear derailleur, 7 speed bar end shifters Black toe clips, left pedal missing dust cap, covered with tape Vetta suspension saddle, cromoly rails, vinyl cover, 1 1/4" piece of saddle missing from nose of saddle. Two layers handlebar tape, top

layer is zebra stripes, bottom is red

**Equipment on bike:** Rear black Cannondale rack, front silver Blackburn low rider rack Specialized blue bike computer Pair black Zefal fenders, with red over white reflective tape Niterider 15w halogen headlamp with battery pack Pair dark blue Cannondale large rear panniers Blue Silca pump with Campagnolo head If seen, contact Eric Ferioli 781-235-4762 or the Wellesley police 781-235-1212, Patrolman Scott Wagner

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# November 1999 Recurring Rides Calendar



## 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 m.p.h. on the flats, but slows considerably on the hills, so we wind up with a rolling average of about 13 m.p.h..

**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.

## Thursday French Picnic Rides

**Start 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.

## Saturday 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) [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

**Date:** Saturday - November 6th only

**Start 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.





## The Rides Calendar

November, 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.

## Moose Hill Revisited

November 6 - Saturday

**TIMES AND ROUTES:** 10 AM for 46 miles of mostly gently rolling hills on a picturesque recycled GEAR 98 route. **RIDE TYPE:** cue sheet **LEADERS:** Tom Hawkins & Diane Meuser (617-730-9674). **HIGHLIGHTS:** Starting in Wellesley, the route passes through the scenic Moose Hill Wildlife Sanctuary and by the Kendall Whaling Museum, both near Sharon **START:** Parking lot, Wellesley High School on Rice Street. **DIRECTIONS:** From Rt. 128, north or south, take Rt. 16 west/Wellesley exit. Proceed west on Rt. 16 past the intersection with Rt. 9 (at about 1.1 mile), and then past several (2 or 3) traffic lights. After the traffic light at the intersection with Rockland/Forest St., Rice St. is the next left. Turn left on Rice, and after a short distance the High School will appear on the left.

## Artsy Ride

November 7 - Sunday

**TIMES AND ROUTES:** 47 miles at 9:30 AM and 28 or 36 miles at 10:00 AM **RIDE TYPE:** Arrowed **LEADERS:** Charles Hansen (617-734-0720), chansen@jhancock.com **HIGHLIGHTS:** This ride goes through Waltham, Weston, Lincoln and Concord, with the longer options adding Bedford and Carlisle. Lunch on all routes is Concord Center. The reason for starting where we do is the post-ride event, which is a self-guided tour of the approximately 40 artists studios in some of the old brick mill buildings in downtown Waltham. The studios are open from 12-5 PM. There is always a very wide range of artwork on display, which can make this event more interesting than a museum visit. The Charles River Museum of Industry, at the site of America's industrial birthplace, is also nearby and includes a 7-person bicycle in their exhibit. Note: If you're planning on visiting the studios, have a means for locking your bike! **START:** City of Waltham Embassy parking lot **DIRECTIONS:** Route 95/128 to exit 26

Route 20 east towards Waltham. Turn right on Moody Street at Waltham Common in about 1.5 miles, then left on Pine at first light after the bridge. Left into Embassy parking lot after apartment building - watch clearance on lower level.

## Ashland State Park

November 13 - Saturday

**TIMES AND ROUTES:** 1:00 PM for 47 miles **RIDE TYPE:** Cue sheet and Map. **LEADERS:** Barry Nelson (617-964-5727 before 9 PM) [BarryNelson@alum.MIT.edu] **HIGHLIGHTS:** This ride is the GEAR 1998 Ashland Park ride with a different start location. The terrain is rolling, passing through Sherborn, Holliston, Milford, Hopkinton, and Ashland. If it is unusually warm, we'll stop at Ashland State Park for a swim. This ride is unusually historic since the destination for the first CRW ride was Ashland State Park. **START:** Caryl Park (Noanet Woodlands Reservation) on Dedham Street in Dover. **DIRECTIONS:** Caryl Park is about 0.5 mile northeast of the center of Dover on Dedham St. From Rt. 128/95, Exit at Rt. 135W (heading towards Needham). Needham Avenue (Rt. 135) becomes Dedham Avenue in Town of Needham. Take left onto Chestnut Street at end of Dedham Avenue. Follow Chestnut Street, and bear right as it becomes Dedham Street when you cross town line into Dover. Just before Caryl Park on Dedham St. you will see Mill Farm (White Barn) on left side of road. Take first left after Mill Farm (about 0.1 miles from Mill Farm) into Caryl Park/Noanet Woodlands Reservation (parking lot adjacent to Tennis Courts). Note: Caryl Park has two entrances from Dedham Street, each with separate parking lots — We'll meet at the parking lot adjacent to the tennis courts. Additional parking available at Chickering Fields across the street.

## Carlisle revisited

November 14 - Sunday

**TIMES AND ROUTES:** 10:00 for routes of 42 and 25 miles. **RIDE TYPE:** Arrowed with cue sheet available. Arrow is white with a circle at the bottom. **LEADERS:** Rich Fields <richfields@mediaone.net> (781-646-4601) **HIGHLIGHTS:** A scenic ride through the towns surrounding Carlisle including Arlington, Lexington, Bedford, Chelmsford, Acton, Concord, and Lincoln. This terrain of this ride is rolling with a few hills, notably Page Hill in Bedford and Trapelo Rd in Lincoln. The lunch stop will be at the Green in Concord Center. **START:** Brighams, 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 goto first traffic light which is Mill St. Entrance to Brighams is on the left down the hill.

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## Wandering through Weston

*November 20 - Saturday*

**TIMES AND ROUTES:** 10:00 AM for 20 or 35 miles ( short section on dirt but all rideable on road bikes) **RIDE TYPE:** cue sheet and map **LEADERS:** John S. Allen **HIGHLIGHTS:** Join ride leader John Allen to ride back roads including several loops and shortcuts you probably haven't ridden before. There will be an optional short, scenic stretch on an unpaved path along the Charles River, but even this is entirely manageable on a road bike. **START:** Duck Feeding Area, Route 30 and 128. **DIRECTIONS:** From the junction of Route 30 (Commonwealth Avenue) and Route 128, go north on River Street (just west of Route 128) about 50 yards, then turn right onto Norumbega Road. After the underpass, turn right again into the Duck Feeding Area parking lot.

## Old North Andover Ride

*November 21 - Sunday*

**TIMES AND ROUTES:** 9:30 for 48 and 10:00 for 26. **RIDE TYPE:** arrowed (BLUE chevron with a dot). **LEADERS:** Jim Sullivan (781-245-1772). **HIGHLIGHTS:** The long ride travels through the lakes and farms of No. Andover, Boxford, Topsfield, Ipswich, Georgetown, Groveland, and Haverhill. The lunch stop is in Ipswich. The short ride cuts out Topsfield and Ipswich, with a lunch stop in Boxford Center. Please note that there are no stores in Boxford or anywhere on the short ride. **START:** North Andover Green, corner of Andover St. and Massachusetts St., North Andover. **DIRECTIONS:** Rt. 93 North to Exit 41, Route 125 North (toward Andover). Bear left where Rt. 125 joins Rt. 114 and take a right before the Bertucci's at the next light. Take a right at the next light and follow to the Green. Park on the left side of the Green only.

**no ride**

*November 27 - Saturday*

## Quiet Rides North of Boston

*November 28 - Sunday*

**TIMES AND ROUTES:** 10:00 for 48 miles and 28 miles. All flat to rolling. **RIDE TYPE:** Arrowed. **LEADERS:** Jim Sullivan (781-245-1772). **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.

**CRW Bike Hotline**

**(617) 325- BIKE**

fix-up from page 3

to Florida for a week of vacation figuring that I had little need for more than one gear, given the flat terrain. Eager to ride with others, I headed over to the coast where the locals ride. There I met riding guru Howard Bach, who you've probably seen if you've ever ridden the coast between Deerfield and West Palm Beach. Howard puts in upwards of 16,000 miles during 9 months— that's a lot of up and down the coast! Though there may not be hills in the land of the early bird dinner, there are plenty of strong winds to contend with. I completed my first two centuries on the fixer during this trip and a metric to boot. Great riding for February! Knowing I could do a flat century and committed to a century a month, I made plans to ride to New Haven, CT for Passover— but not before disaster struck. I was now commuting to work on the fixer as well and leaving it unlocked inside my building. When I was ready to head home on March 16th and found my bike had vanished, I could not believe what was apparent— it had been stolen! I contacted security, canvassed the neighborhood and very angrily walked home. Though the cash value of my loss was not great, I knew I could never replace the fit and the feel of this hand built Reynolds 531 Dawes. I had lost something special. That evening and the next two days I was not a fun guy to be with— just ask my wife. She will attest to the foul mood I was in and remained in. Two days after the loss occurred (my 43rd birthday), I had given up hope that I would ever see the bike again. That evening, the phone rang. It was John Gadbois, one of the mechanics at International Bicycle Center in Brighton who helped build up my bike. "Mel, I'm at Starbucks on Newbury Street in Boston and someone just rode up on your bike." What else could I say but "I'm on my way." Well sure enough, it was my bike and the "gentleman" with it claimed that he purchased it earlier in the day unaware that it had been stolen. Though it had been stripped, it was not damaged. I had it back. Even though I had told others at International of the loss earlier in the day, John was not there so he did not even know it had been stolen. Being in the right place at the right time and making sure my bike stayed put until I arrived, earned John my lasting gratitude and a reward. So on to New Haven, CT, on March 31st, my second century of the month and longest ride yet on the fixer. Favorable weather and an early start that morning got me to my destination late in the afternoon as planned, some 150 miles later. One Sunday in April, I rode to and from the South Shore Coastal Loop (the weekly fitness ride I co-lead with Ted Lewis) and tacked on a few extra miles to get my century in. My big rides in May were the 200K and 300K brevets. I figured I could do both of these rides without too much difficulty having broken in the fixer on the past centuries and the New Haven ride. Sure enough, not only did I finish with times I was happy with, I had energy to spare at the end. With this in mind, I decided I would take on the 400K in three weeks. What the heck, I was on a roll. I signed up for Tour of New England (TONE) knowing I would be challenged by the hills and challenged I was. I racked up 396 miles on the 3-day tour and must admit there were times when I missed the gears and the ability to coast. I recorded my highest speed of 40.5 m.p.h. on one descent. Marty Estner, a fellow Crack O' Dawn rider who helped get me into fixed gear riding, figured out that

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with my gear ratio, my cadence was 185. Yikes! The highlight of June was the 400K brevet. I had skipped the 400K last year because of the rain. I managed to go to sleep after an early dinner in order to get myself to Hanscom Field in Bedford by 12:30 A.M. for the 1 A.M. start. Once the sun rose and we left the second checkpoint at Bullard Farms in New Salem at about mile 80, I found my own pace and more or less rode the remaining 175 miles comfortably by myself. The longest by far of the four centuries I rode on the fixer in July was the near quadruple century (380 miles) I did for the 600K brevet. Having successfully completed the 400K, I was determined to complete the series in one gear and more or less believed I could do it. What was it like to do this many miles on a fixed gear bike? I expected the ride to be a challenge but it surpassed all my expectations. To begin with, Dave Jordan found what seemed like the longest, steepest hills this side of the Mississippi for us to traverse. I would have had to walk my bike up some hills had I not been able to ride switch back. Many riders complained that the chosen route was too extreme. I certainly thought it was. I began to have serious doubts when I broke a spoke on the rear wheel soon after the start. At least I didn't have to worry about the rear brake rubbing—no brake! Without a replacement spoke, at the first checkpoint in Sutton, a fellow rider (one of 37) adjusted the others (spokes, not riders), and I resumed my journey with relatively no wobble. On the next leg, I had a flat on the same wheel. Would this be the first of many? Without a strong enough wrench to loosen the bolt to remove the wheel, Kayo DeOliveira helped me patch the tube without removing the wheel. Off we rode. By the time I reached the 3rd checkpoint in Colrain, I had my doubts about finishing the ride because of the wheel and the hills. I was aware that others had dropped out. I decided to take it one checkpoint to the next. From Colrain we rode into Vermont and from there we headed west toward Bennington. I decided to bypass Petersburg Pass and saved myself several very hilly miles. I knew Karen would be proud of me for doing something sensible. I arrived in Williamstown, MA shortly before dark, having ridden about 185 miles. Prior to starting the ride I was hoping I would be able to ride through the night. I ate, showered and left Williamstown shortly after 10 PM. BIG MISTAKE! I did not dress warmly enough, managed to get lost, and due to fatigue, could not focus on the road after 3 A.M. I knew I had to sleep but I was freezing and far from the next checkpoint as I had gotten off the route. I contemplated crawling into a car or truck to escape the cold and fatigue. Barns and burnt-out buildings looked inviting. Then I said to myself, "Mel, these folks out here all have dogs that will bark, own shotguns and dressed as I am at this hour of the night, will shoot first and . . ." Finally I came upon a muffin house with a bench on the porch. Within seconds, using part of a cardboard box for a pillow, I was asleep. Fifty minutes later, I woke, shivering more now than I was before. I made my way to the checkpoint in Whately, having ridden an extra 20 miles—so much for riding fewer miles. I met up with others and continued on to New Salem. Thirteen miles into this last 70-mile leg, I had to lie down again, this time for about 30 minutes. I finished the ride at 5 P.M., 38 hours after I began, having ridden about 380 miles. I was delighted to have completed the series on the fixer—next time I will bring gears, as suggested by Pam Blalock. I now know that I can ride for 24

hours without sleep—I don't plan to do that again unless my life depends on it. I am thankful that I survived my ordeal in the cold, dark unfamiliar towns of Western, MA.—it was a night I won't soon forget. Less than a week later I was on the road at 5 AM. on route for what turned out to be a 128 mile to Becket, MA in the Berkshires to spend Dad's Weekend with my older son at Camp Becket. I had done this ride last year with gears. This time around I planned a slightly more direct route that saved me a few miles but took me up a mountain through the town of Montgomery. I won't need a reminder to avoid that town on a fixed gear in the future. The following weekend Elizabeth Wicks, Dick Ingwall and I did the Climb to the Clouds ride from the Concord start. (Dad's Weekend at Becket always falls on the same weekend as the CTTC so this was my chance to enjoy Ken Hablow's masterpiece of a route and challenge myself once again in the 42/15 gear.) Up we climbed, out of the morning fog and into the sunny clear blue. Though we got caught in a thundershower with about 5 miles to go, our spirits were not dampened. We had done it! Two weeks later marked the anniversary of my 13th consecutive year of riding from Sturbridge to Provincetown to raise money for the Jimmy Fund of the Dana-Farber Cancer Institute in the Pan Mass Challenge. Being well rested, Ted Lewis, my South Shore Coastal Loop ride co-leader and I kept our first day average over 20 m.p.h. for the 120 mile ride (yeah, we got lost once). Sunday, we cruised into Provincetown without a hitch. It was a great weekend for a great cause. I proudly wore my "Platelet Pedaler" team riding jersey on day two, having recently given my 82nd platelet donation at the Kraft Family Blood Bank at the Dana-Farber. Quick pitch: Why should anyone give platelets? Early one morning a veteran platelet donor was sitting at the canteen table in the donor room when a tall stranger, who looked a little lost, appeared at the room entrance. The donor, in anticipation of being able to help the stranger, asked, "Hi, why are you here?" Pointing toward an occupied chair in the donor room, the stranger replied, "A member of my family has cancer." Then the stranger asked the donor, "Why are you here?" The donor replied, "Same reason." "Oh," said the stranger, "someone in your family has cancer?" "No," said the donor, "someone in your family does, that's why I'm here." One ride I did the past four years that I did not do this year was the Boston to New York AIDS Ride. Though I continue to support the cause, I have been less than pleased with organization and execution of the ride, and the amount of money on the dollar that finds its way to the Fenway Community Health Center. Ted Lewis (ride co-leader and past AIDS Ride tent mate) and I agreed to support the Fenway Community Health Center by asking our sponsors to make a contribution in honor of our completing "Hills and Hollows," the 3-day, 345 mile CRW trip led by Gerry Goode over Labor Day weekend. Despite many challenging hills and another broken spoke at the beginning of Day 3, we completed the three-day ride and avoided Hurricane Floyd, not to mention being bused to New Haven. With school back in session, I've cut back my riding considerably and find myself getting out only two or three times a week. Time to get back on the rollers and time to reflect on the '99 riding season. As you can probably tell, I have no regrets. Fixed gear riding has been a passion and a challenge. As difficult as any of the long and hilly rides

*continued on page 8*

*Hills are Alive from page 1*

strong for this ride. The hill people got plenty of them, with over 4000 feet of climbing as the ride wended its way through New Hampshire and back. The weather was cool enough in the AM, so the climbs weren't a sweltering sweatfest. There were several first time century riders, though with this much climbing, this was not an easy first century by any means. One first time century rider, John Hood, said he enjoyed the ride and wasn't fazed by the hills. The most bizarre incident of the day was Rich Fields cleat problem. Rich set a blistering pace to the first water stop, but when he tried to unclip, the shoe and pedal remained as one. He finally got out by ripping his foot out of the shoe. I heard that later, he couldn't release either pedal, and, like the Flying Dutchman, was condemned to circle forever until his buddies came and held him up. Then there was the recumbent who was always a tad ahead of the group I was with, like the rabbit at Wonderland Park. He would get ahead, then circle for a while until we caught up, then off again. So, with a mighty drum roll, let's thank all the volunteers who made this event such a success. Melinda Lyon, chair of the Century Committee, coordinated the event before her trip to France, and came back to sweep the century route. Ann-Marie Starck, Rosalie Blum, Janet Blake, and Delphi Broughton did the early morning registration of all the riders. Don Blake again provided the tables and served as the parking police. Rich Fields helped Don with tables, Ken with arrowing, and check-in in the afternoon. The team of Wes and Linda Denering, Ted and Christine Hamann, Susan Goetcheus and Bill Fine kept the water flowing and food on the table at the two water stops. The green bananas presented a bit of a challenge, but were still more palatable than a power bar. By some creative scheduling, many of the water stop helpers got to ride as well. Wes Denering rode to the first stop, and back from the second stop to get a half century in. Bill Fine did his own personal century by riding from his home in the Back Bay to the second water stop, and back. In the food department, a sumptuous repast back at the barn was provided by Tom Lynch and Larissa Hordynsky. Jim McGarry and Lyn Pohl got the permit for Great Brook and replenished water supplies from their house. You may have noticed them early on watching the thundering hordes go by from their driveway (another house with a permanent P arrow). Gerry Goode handled nearly all the afternoon sign-ins, with help from Rich Fields. Teresa Lawson was our wandering photographer, whose photos will soon be appearing on the web site.

What can we say about Ken Hablow? The creator of the ride, and chief arrower, he was also Johnny-on-the-spot providing those Handy House porta-johns, as well as doing the graphics and publicity for the event. Ken was the surrogate chief when Melinda was over in France winning PBP, making sure nothing slipped through the cracks. Sweeping of the metric and shorter rides was provided by Peter Mason, Fred Kresse, and Kayo DeOliveira. And special thanks to those who stayed around to the bitter end to help cleanup: Tom Lynch, Larissa Hordynsky, Don Blake, and Fred Kresse. You may have noticed quite a few names popping up several times in this list. It's nice to have such dedicated volunteers, but if more of you pitched in we could lighten the load for everyone, and have more fun doing it.

*fixed-Up from page 7*

I've done have been, I'm glad I did them (and didn't have to walk up any hills!). Those of you who love your fixers know what I'm talking about and don't think I'm as crazy as the rest of the cycling and non-cycling community. For those of you who have advised that I seek professional help for my addiction, I will admit that I have been thinking about a new bike for next year, the kind with gears, like yours. Oh, I won't give up riding the fixer but it will be nice to mix it up and have gears on the rides with serious miles. What's left to be said? Well, if you're interested in trying a fixed gear and don't know whom to turn to, drop me a line at mel.stoler@state.ma.us. If I'm not this year's poster boy, let me know which hill I missed (besides Petersburg Pass). See you on the road—I'll be the one spinning like a rat on cocaine on the steep downhills.

*Mexico to Missouri from page 1*

Mario's Italian Restaurant, 1733 Mass. Ave. Directions: From 128 take exit 30, route 2A east. At 2nd stop light (about 3.5 mi.) go straight ahead onto Winchester Drive .4 mi. to 28 on your left. From Boston take rt. 2 to exit at route 4 & 225 into Lexington. Left at 1st rotary, Mass Ave. Go to Shell Station and turn right onto 2A and proceed to stop light. Go straight ahead onto Winchester Drive .4 mi. to 28 on your left.

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

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

The helmet must be ANSI, ASTM or SNELL approved, and must be purchased from

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

Don Blake  
1 Gleason Road  
Bedford, MA 01730

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



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# New Hampshire Holiday with Bikes!

by David Wean

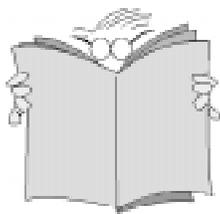
Wednesday night — Went grocery shopping using my new bike trailer. On the way home I snap a brake cable on my mountain bike. My road bike is already in the shop. We had been planning to leave for New Hampshire around 10:00 the next morning. Thursday — Six year old Emily wakes up declaring that she has strep throat. We get an 8:30 appointment, and she tests negative, but has a 101 degree fever. "It's a virus, you'll have to wait it out". I bring my bike into Ferris Wheels for the brake repair. Emily comes along and while we're waiting we test ride and buy her a new mountain bike. The mechanics get it ready for our trip. We arrive home about 90 minutes late. Cynthia, a little upset because we'd planned to discuss this purchase in advance, takes the kids to the Square for lunch, and I pack the minivan, with 3 bikes on the rear rack, two tied to the roof. We leave around 2:30. Somewhere on Rt. 93 in New Hampshire, the car swerves slightly, and we hear aloud snap. Out the back window, we see a mass of bicycles tumbling along the highway behind us at 70 m.p.h.. They come to rest against a guardrail; miraculously, nobody has hit them. The bike rack is unusable, and 3 bikes, including my newly repaired and Emily's newly purchased, are badly damaged. We load them inside the crowded car and press on. Just for fun, a half mile before our exit off the highway, we get a speeding ticket. The house is nice, we settle in, and the kids have a good time at the pool. We go out to dinner at a place that turns out to be disgusting. Friday — The next morning, we rent replacement bikes, and drive to a rail trail that will take us to a beautiful waterfall. We get separated: Ten year old Julia and her friend Alea take off, Cynthia's walking, and Emily doesn't feel well and keeps stopping. I, the only person who really knows the way, bring up the rear with Emily. Julia and Alea wait a long time and Alea gets bitten many times by black flies. Cynthia catches up and the three of them head off in the wrong direction. Emily and I manage to miss them, and they turn back before we can find them. We return in 3 separate groups. The kids have a good time at the pool. Dinner is drive-through McDonalds. Cynthia and I get Greek salads from a pizza place. We eat in the car to avoid the bugs. That night, Cynthia feels sick and gets some sort of stomach bug. Saturday — I wake up super early so I can take a real ride. I want to be back before anyone's up so Cynthia, who's still sick, doesn't have to take care of the kids. I leave a note: "6:00 — going for a ride, back by 8:00." About a half hour into the ride I look at my watch — it's still 6:00! Realizing that I have no idea what time it is nor who might be waking up, I rush back. It's 8:20, and nobody is up but Emily, who doesn't feel well. Later, we drive 40 minutes through Franconia Notch park to the legendary Polly's Pancake Parlor. Nobody but me orders pancakes. Cynthia orders oatmeal. Surly Julia, doesn't order anything until 3/4 of the way through the meal. Our party (two of its members with gastric problems, one all bitten up) finds and climbs a small mountain (Bald Mt.) and enjoys the marvelous view. Highlight is finding a large snake across our path, and gently encouraging it on its way with a stick. We visit The Basin, where Julia drops a sneaker into the Pemigewasset River. I chase it downstream, and a woman plucks it from the rapids. Alea

informs us that Julia has dropped her other sneaker as well. After we search desperately another 15 minutes, the same woman finds the second shoe. We try to catch her for a photo op, but cannot. Cynthia and Emily are sitting at a picnic table, heads resting on their arms, locked out of the car. Returning to the house, Cynthia sleeps all afternoon, and I take the kids to the "Adventure Golf Course". We win a free game. Emily and I go back to the pool (4 hot tubs, 4 pools!) and Cynthia takes the older girls to see StarWars. Frozen pizza for dinner at 9 PM. Sunday — my morning bike ride this time is back to The Basin, to look for Emily's sandals which we concluded were left on the picnic table. Nice ride but hilly. Sure enough, they're there. Bike shop charges me \$15 extra because the bike was supposed to be back by the close of business the day before. I explain that my wife was sick and I couldn't ride most of the day before, and he knocks it down to \$5. Cynthia takes the kids to the pool, and I pack the car. All five bikes are piled onto the roof rack this time. I go to meet them and take a dip, but they're just getting out of the locker room, ready to go home. Lunch of leftovers, including, for dessert, marshmallows stuffed with M&Ms, and microwaved to perfection. We clean up and try to lock up the house. We can't find Cynthia's keys. We drive back to the pool (twisty hilly roads down and back up) and then notice that they're in the door of the car. We drive back the same route, lock up the house, and wind our way back down the hill. Three among our party are green with carsickness. We return to the golf course to use the free game (and pay for two additional games, of course). Cynthia and I plant ourselves at a picnic table and read. Ride home uneventful. Kids watched a video on our new car-ready TV/VCR which I've bungeed to the folded-down middle seat. We listen to another hour of a wonderful book on tape, called "Walk Two Moons". We drop Alea off, unpack for a few hours. Monday — I bring the bikes in to the shop for estimates and commiseration. Owner says "You look like you need a hug!", and later calls to confirm that they are for all practical purposes totaled. Good news is that when I called the rack company, they tell me that there was a design problem with the rack when used on minivans, which they'd corrected about 6 years ago. Though mine is 12 years old, they not only will give us a new rack, but, after talking with the owner of the bike shop where I'd brought the carcasses, also will replace Emily's bike and give me a generous allowance toward repair or replacement of mine. (Cynthia's 1973 Schwinn Suburban 5 speed doesn't enter into the equation, but I'd been hoping to get her a new bike eventually anyway.) A month later — After a couple of weeks of test riding, ordering, assembly, we're all back on wheels. On our next weekend trip, we carry the bikes on our new rack, go for a ride or two, and have a great time!



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## Little Jack's Corner - by Jack Donohue



There are a few aspects of the cycling world I've never experienced. I've never ridden tubulars, never ridden a fixed gear bike, and up until

the Fall Century, never eaten a powerbar. In cycling circles, the ubiquitous energy bar is hard to avoid but I had up to then been the rarest of cycling oddities, the energy bar virgin. I had succeeded mostly because they really don't resemble food very much, and given the choice, I'd much rather have a turkey sandwich and a bag of chips. Also, while I often ride with the fast crowd, I don't mind getting off my bike for a half hour for a proper feeding. So I usually take the camel approach, ride, ride, ride, until I'm famished and borderline dehydrated, then get a half gallon of gatorade and a big sandwich (don't try this at home). Over the years, I had acquired quite a stash of these bars, which were given away free at various events. No, I never actually bought one, but cannot pass up a freebie. So there they were, just waiting to be eaten. Despite the fact that some

of these bars were probably several years old, freshness was not a concept that applied to power bars. I was sure they would be just as tasteless and rock hard as they were out of the factory. So, I figured that these things were good for emergencies, e.g., you're out in the middle of darkest Africa without a store 24 in sight, so you wolf one down. Now usually my caloric requirements would be amply satisfied by the two water stops on the ride, but I decided, just in case, I'd pop one of these in my jersey. Unfortunately, when I hit the first water stop the bananas were pretty green and it seemed like a fair chore to eat one. Also, the merry band I was traveling with seemed to be about to leave, and a good wheelsuck is a terrible thing to waste, so I contented myself with eating a couple of those cheddar cheese flavored styrofoam wafers. I was to regret this. I had with a great amount of effort fought my way to a pack near the front that was going way faster than I should ever have tried to do if I had any sense. But not having any blood sugar to addle my thinking, this seemed like a good idea. I'll just sit back and suck wheel and life will be sweet. I was

hanging on by a thread, but still figured I could last until my next feeding at the second water stop, when all of a sudden, our group realized that we had not seen an arrow for quite some time. We were in fact about four miles off the course, with several hundred more feet of gratuitous climbing. Since we were no longer in a comfortable lead, our lead guy felt like he had to chase, and I of course, followed suit as best I could. Now I've never been one to do acrobatics while riding, I'm definitely not one of the "look, ma, no hands" crowd. I have a hard enough time staying upright with two hands on the bars. So, I realized if I were to eat this power bar, I would have to come to a stop, and I certainly didn't want to do that. So I soldiered on, and on, and it was becoming increasingly apparent I was running out of gas. So finally, at the top of a particularly long climb, I said "no mas," stopped the bike and reached for my powerbar. Actually, it was a Cliff bar, but you get the idea. I was surprised to find that it actually wasn't too bad, and, suitably fortified, I was able to press on to the second water stop and attack those green bananas.

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## Tips For Winter Riding

Winter cycling can open up an exciting new world for you. Get out, ride, and explore! The following are just a few tips for safe, enjoyable winter riding. If you have any other tips of value to the winter cyclist, share them on rides and send them to the *WheelPeople* editor.

**Dress appropriately.** This cannot be overemphasized! Wear several layers of clothing. Unlike natural fibers, man-made materials don't absorb perspiration. A good approach is to keep a layer of man-made material like polypropylene next to your body followed by layers of natural fiber. This will allow you to perspire through the synthetic to the natural clothing, wicking away moisture and keeping your body drier - and the drier you are, the warmer you will remain. Wool is the warmest natural fiber.

**Protect your extremities.** Keep your head, hands, and feet protected and warm. Your body can lose a great deal

of heat through these areas. A ski band or hat under your helmet (remove the helmet pads if necessary), warm gloves that don't impede shifting and braking, and several layers of socks and booties all help. You can cut the wind's chilling effect by plugging the holes in your helmet. A scarf will warm your neck.

**Keep your bike in top condition.** In bitter weather, repairing a simple flat tire can be an ordeal. Thoroughly check your equipment before each ride.

**Dress to be seen.** With the winter sun low in the sky, a driver can easily lose you in the sun's rays. Wear bright clothing that calls attention to you so that approaching drivers will have the best possible chance to see you.

**Beware of road conditions.** Potholes grow in winter, and ice and wet leaves are very slippery. When snow falls, rideable pavement narrows, so adjust your riding style accordingly.

**Carry a map.** CRW winter rides aren't arrowed, so a map can pull you through if you become separated from the group. We try to stay together and look out for one another more intently during the Winter, but you may nonetheless go astray.

**If you get in trouble, get help!** If your bike breaks down or you begin to feel chilled, stop and ask for help. Don't press on unless you're sure you're okay. Keep telephone change handy so that you can place a call if necessary.

**Consider an off-road ride.** Off-road cycling is often sheltered from the wind and that 25 mph breeze you create just by speeding down the road. You still have to watch out for water, snow, and ice, but off-road riding can keep you much warmer.

# September Mileage Totals

1 9 0 3 9 2

## Welcome New Members

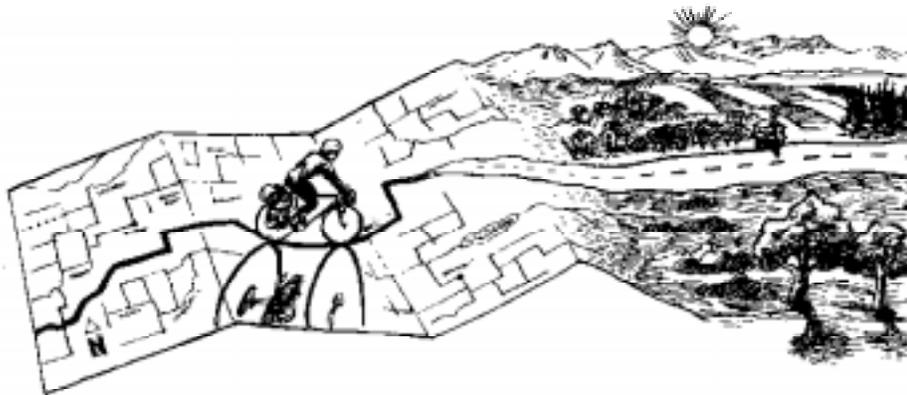
Christine Armstrong	Belmont
Brandie Baker	Medfield
Frann Bennett	Melrose
Cris Block	Wellesley
Aaron Bluhm	Canton
Barry Blum	Brookline
Edward Byers	Carlisle
Alan & Jane Clayton-Matthews	Needham Heights
David Cohan	Boston
Sid Cohen Betsy Dart	Brookline
Zoe Coopriider	Allston
Nancy Cott	Cambridge
Donald Cunningham	Franklin
Kara Cunningham	Franklin
Gregory Curfman	Concord
Geoffrey Curfman	Concord
Charles Dearden	Framingham
Heather Genetti	Newton Corner
Peter Gray	Natick
Kenneth Han	Somerville
Nancy Hanula	Boston
Sandra Hatfield	Chelmsford
Heather Heald	Charlestown
Paula Kiberstis	Newton Centre
Dave Levitt	Newton Corner
Brian London	Westwood
Richard Lynch	Brookline
Pauline Martin	Boston
Joseph Messina	Scituate
Janet Morgenstern	Newton Corner
Marjorie Needham	Concord
Patricia Pizer John Walker	Acton
Robert Price	Mattapoisett
Robert Prosnitz	Brookline
Janet Soul	Brookline
Peter Theran	South Weymouth
Joan Tobin	Marblehead
Mary-Beth Walsh	Arlington
Craig Weiner	Boston

	Miles	M	C	K		Miles	M	C	K
Melinda Lyon	13862	7	7	7	Joe Marcal	3453	4	1	-
Jack Donohue	10384	-	-	7	Marc Baskin	2868	3	1	-
John Bayley	10193	8	7	6	Ted Hamann	2827	-	-	-
Bruce Ingle	10117	8	6	6	Debbie Kirchwey	2745	4	4	-
Gerald Goode	9684	-	-	5	Jim Goldman	2450	1	1	-
Pamela Blalock	9305	8	7	5	Gabor Demjen	2256	2	2	-
Martin Estner	8048	9	8	5	Larry Dolinsky	2201	4	1	-
Robin Schulman	7401	7	7	4	Joan Dolinsky	2126	3	-	-
Ken Hablow	7190	8	7	3	Susan Grieb	2067	-	-	-
Mel Stoler	7013	9	9	3	John Kane	1708	-	-	-
Peter Knox	6828	5	9	4	Harry Wolf	1394	-	-	-
Rich Fields	6273	8	6	3	John Springfield	1363	-	4	-
Bill Widnall	4615	9	9	-	Jacek Rudowski	1256	2	1	-
Bob Sawyer	4454	4	1	-	Phyllis Mays	1207	-	-	-
Joe Repole	4380	9	9	-	Jim Merrick	1009	1	-	-
Irving Kurki	4334	8	5	-	Jeff Luxenberg	942	-	-	-
Kitty Farago	4289	2	1	-	Miriam Deraney	847	2	1	-
Peter Brooks	4282	8	6	-	Jim Broughton	510	-	-	-
Dick Arsenault	4251	4	2	-	Ed Trumbull	368	-	-	-
Doug Cohen	4037	3	1	1	Tracy Ingle	259	-	-	-
Ed Hoffer	3998	-	1	-	Jared Luxenberg	234	-	-	-
Glenn Ketterle	3832	2	-	-	Emily Wean	147	-	-	-
David Wean	3644	2	-	-	Julia Wean	135	-	-	-
Lee Howard	3543	-	-	-	Sara Luxenberg	63	-	-	-

### 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.



## WheelPeople History

### Twenty Five Years Ago

*(provided by John Kane)*

Ralph Galen gave a presentation (slides and commentary) on his July bicycle trip in Mexico at a club dinner meeting held at the Roundup Steak House in Waltham. The Essex County Wheelmen invited us to join them on a 55 mile tour of Cape Ann and the North Shore and there was a member advertisement for a hand crafted Follis Super Course Professional for \$350.00 firm.

### Five Years Ago

Ken Hablow, a survivor of the Mad King Challenge, describes his ordeal. Bob Strossi warns against the cyclist's natural enemy, drivers of the Mercury Grand Marquis. Lori Reed describes what it's like to be a crew member on RAAM.

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

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

- Frank's Spoke 'N Wheel**  
119 Boston Post Rd., Sudbury (978) 443-6696  
877 Main St., Waltham (781) 894-2768
- Harris Cyclery**  
1355 Washington St, W. Newton (617) 244-1040
- International Bicycle Center**  
89 Brighton Ave., Allston (617) 783-5804  
66 Needham St., Newton (617) 527-0967
- Landry's Cycling and Fitness**  
151 Endicott St., Danvers (978) 777-3337  
574 Washington St., Easton (978) 230-8882  
303 Worcester Rd., Framingham (508) 875-5158  
276 Turnpike Rd., Westborough (508) 836-3878
- Lincoln Guide Service**  
152 Lincoln Rd., Lincoln (781) 259-9204
- Marblehead Cycle**  
25 Bessom St., Marblehead (781) 631-1570
- National Ski and Bike**  
102 Washington St., So. Attleboro (508) 761-4500
- Northeast Bicycles**  
102 Broadway, Rt. 1, Saugus (781) 233-2664
- Peter White Cycles**  
666 Mass Ave., Acton (978) 635-0969

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

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

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**Join The Charles River Wheelmen**

Charles River Wheelmen (CRW) dues include membership in the League of American Bicyclists (LAB). Do NOT make payments to LAB directly.  
In consideration of being permitted to participate in any way in the Charles River Wheelmen (CRW) sponsored bicycling activities, I for myself, my personal representatives, assigns, heirs, and next of kin:  
1. acknowledge, agree and represent that I understand the nature of bicycling activities and that I am qualified to participate in such activities. I further acknowledge that the Activities will be conducted over public roads and facilities open to the public during the Activities and upon which hazards of travel 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 the participants to the greatest extent allowed by law and agree that if any portion of this agreement is held to be invalid, the balance notwithstanding shall continue in full force and effect.

Date \_\_\_\_\_ Date of Birth \_\_\_\_\_  
Signature(s) \_\_\_\_\_

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

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

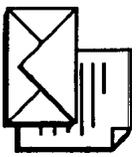
- We sometimes allow bicycle-related companies the use of our membership list.
- Check this box if you don't want to receive mailings from these companies.
- We publish an annual member directory that is available only to club members. Check this box if you don't want your name, address and home phone 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!

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