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# Wheel People

Newsletter of The Charles River Wheelmen

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On the roads of New England since 1966

Volume XXVI, Number 10 · October 2000

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## *Cycling the Land of the Thunder Dragon*

by Renee Le Verrier and Andy Meyer

**B**icycling through Bhutan is like traveling through the fairy tales of childhood. Myths and fables of gods and dragons abound. Chalet-style homes are painted in mosaics of lotus flowers and exotic animals. Snowcapped mountains seem to meet the sky, dogs truly are man's best friends, and the king promotes Gross National Happiness.

Almost the exact opposite side of the globe from New England, Bhutan is and feels like the other side of the world. Its history is peppered as much with mythological events as with chronological ones. Spirits, legends, and reincarnation are a part of daily life. The name of the country itself, the name known to its native people — Druk Yul — is a part of that history. It translates as Land of the Thunder Dragon.

Wedge between the world's largest and most populous nations — India and China — this tiny Buddhist kingdom is mesmerizing in its unique culture, charming people, and breath-taking scenery. Only 100 miles east of Mt.

Everest, the cycling is challenging at best. The one main road across the country runs from east to west; the mountain ranges trickle down from the north to south, their source the high peaks of the Himalayas on the border with Tibet. Travel by bike means pedaling uphill or breaking down. Of the four passes, or las, the highest, Thrumshing La, topped out at 3,750 meters (12,400 feet). In the west, towns were set atop mountains where they nestled in valleys in the east. Either way, we spent morn-

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## **A Funny Thing Happened After a Long Ride**

by John Springfield

In July of 2000 I headed west on my 1963 Frejus bicycle, hoping to visit many of my friends and some newfound third cousins. At 51 I was in great shape, able to do 100 or more miles a day. I left from a rented cottage in Northern New York and got as far as Rochester, Minnesota. While the rest of the country was having extremely hot weather, I cruised along in 60 and 70 degree under partly cloudy skies. But after 1200 miles in two weeks, I got lonely, and returned to Boston in a rental car. I was tan, lean, and never felt better.

Once home I spent another week just reading books and putting around the house. On Saturday, Aug. 5, I took a leisurely 30 mile ride, and

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## **All A-Board**

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It's that time of year again, the CRW board elections. We have three board positions that need to be filled. The CRW board consists of nine members, and together with the other officers are responsible for running the club. If you have strong feelings about how things should be done, or are interested in helping the club, run for the board. Board members are required to attend monthly meetings where CRW issues are discussed. Board members may optionally participate in other activities or committees within the club. Any club member is eligible to apply for the post. To run for a board position, send a statement of candidacy to:

Wheelpeople  
c/o Jack Donohue  
26 Fox Run Road  
Bedford, MA 01730  
e-mail: jdonohue@world.std.com

E-mail is preferred, or typed hard copy. The statement should be about 100 words or so, introducing yourself and your bicycling interests, and stating your reasons for seeking the board position. Statements must be received by October 5, for the November issue of Wheelpeople.

The top three candidates will receive three year terms starting in January and expiring at the end of 2003.

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.



A 100%



Affiliated Club

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**

### BOARD OF DIRECTORS

#### Term Expires

Don Blake .....	2000 .....	(781) 275-7878
Rosalie Blum .....	2001 .....	(781) 272-7785
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Steve Kolek .....	2002 .....	(781) 674-1090
Bob Sawyer .....	2001 .....	(781) 862-6517
Ann-Marie Starck .....	2002 .....	(617) 923-6409
Marty Weinstock .....	2000 .....	(617) 491-6523
Bill Widnall .....	2001 .....	(781) 862-2846

### OFFICERS AND COORDINATORS

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Social Committee Chair .....	Barbara Bix .....	(617) 964-8193

### RIDE PROGRAM COORDINATORS

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Sunday Rides .....	Tod Rodger .....	(978) 456-8654
Winter Rides .....	Eric Ferioli .....	(781) 235-4762
Ride Hosts .....	Larissa Hordynsky .....	(617) 527-5620
Intro Rides .....	Fred Kresse .....	(781) 444-1775
Century Committee .....	Melinda Lyon .....	(978) 887-5755
Tuesday Fitness Rides .....	Peter Knox .....	(617) 731-5944
Wednesday Wheelers .....	Bill Widnall .....	(781) 862-2846
Wednesday Ice Cream Ride .....	Gabor Demjen .....	(781) 237-0602
	Eric Evans .....	(617) 527-0517
Thursday Fitness Rides .....	Peter Mason .....	(781) 646-5106
Friday Rides .....	OPEN .....	
Saturday Fitness Rides .....	Dave McElwaine .....	(781) 821-8643
	Mark Dionne .....	(617) 965-5558
Sunday Fitness Rides .....	M el Stoler .....	(617) 277-5180
	Ted Lewis .....	(781) 279-4909

### WHEELPEOPLE STAFF

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Administrator .....	Jack Donohue .....	jdohue@world.std.com

## 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 or 617-331-9299

## CRW BOARD MEETING MINUTES



September 5, 2000

Membership Report: 897 current members, with 27 new, 30 renewed, and 22 lapsed memberships. Membership is on the rise again. Newsletter mailing labels now contain membership expiration information.

Dave Balzotti is resigning as membership coordinator; we are looking for a replacement. Financial Report: The month of August ended \$100 in the black.

Elections: No Board of Directors candidates have presented themselves to date. Government Relations: No report this month.

Rides: A few Sundays and many Saturdays are still open in October and November. AppleBike 2000 (October 6-9) is one-half to two-thirds full.

Social Events: October: Ride leader party. November: Mary Weinstock will arrange the banquet on the 9th or the 16th. December: Don Blake will arrange the holiday party on the 8th. January: Jack Donohue and Susan Grieb will host a slide show. February: New volunteers and members' party. March: Event at REI. April:

Event at Cycle Loft. Bikers with Forks is planning to resume dinner get-togethers during the winter season.

WheelPeople: The September issue, 16 pages in length, caused problems at the mail house. Future issues will be limited to 12 pages.

Share the Road: The Board agreed that posting highway "Share the Road" signs is a good idea. George Eckert, government relations officer, will communicate with the highway department.

New member survey: Jack Donohue compiled data from 94 new-member information cards. Most new members heard about CRW by word of mouth. The most frequent reason given for joining the club is group rides.

LAB affiliation: At the December Board meeting there will be a discussion, open to all members, on the pros and cons of 100% LAB affiliation.

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.

## Water: Our Most Essential Nutrient

by Dr. Jeffrey Schlaffer

The adult human body is approximately 56% water. Water allows for over 50% of all chemical reactions to occur in the body. The excretion of wastes, blood circulation, digestion and absorption of nutrients require it. Water helps to regulate body temperature. The body is like a car engine and we all know what happens when there's not enough water in it.

The average daily loss of fluid from the body varies from one to three quarts. The loss occurs from sweating, breathing, chemical reactions and our trips to the bathroom. During moderate to heavy exercise and in hot weather the loss can be much greater.

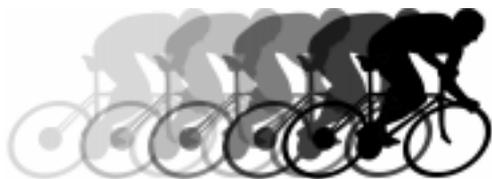
At 2% dehydration, the body's performance or capacity to do work decreases by 7%. Other sources say 12% to 15%. Whichever, the message is loud and clear. Drink up!

Water is absorbed from the small intestine at a maximum rate of 8 to 10 ounces every 20 minutes. Cold water is absorbed faster than warm water. Your water bottle should hold at least 32 ounces. A good rule of thumb is to consume at least one bottle per hour under normal riding conditions. During intense exercise or in hot, humid weather you can double the amount. Wearing a hydration pack makes drinking easier and is like being hooked up to a fire hydrant. Begin hydrating or start drinking water at least an hour before you ride. I have noticed personally that when I don't drink before hand, I tire more easily and have less strength during my ride. Do not take in high amounts of sodium during exercise. The increased concentration in the blood causes water inside the working muscle to exit out of the cell into the blood or extra-cellular fluids. This will cause muscle cramping and make you more susceptible to heat stroke and heat exhaustion.

On one long, hard mountain bike ride I witnessed an inexperienced young rider bonk from dehydration. This person was very ill and looked terrible. This condition can become very serious and medical attention may be required. It is not limited to beginner riders and may occur at any level of ability. Obviously the easiest way to prevent problems is to stay hydrated. Remember to drink plenty of water ever day and not just when you are cycling. Your body will thank you!

### WELCOME NEW MEMBERS

David Allen	Norfolk	Shane Hudson	Boston
Janet King Boward	Cambridge	Hilary Hunt	South Dartmouth
Carrie Campbell	Cambridge	Gary Jenkins	Roslindale
Priscilla Chew	Boston	Joji Katagai	Boston
Gary Circosta	Rutland	Ross Kennedy	Concord
John Owen Day	Brookline	Donna Kent	Cambridge
Valerie DePalma	Nahant	Stacey Lane	Charlestown
Julie Detwiler	Wollaston	David Moore	Upton
Lauren Dix	Newton Upper Falls	George Nicholson	Boston
William Duncan	Cambridge	William Nolen	Medford
Edward Dymont	Lowell	Bob O'Regan	Stoughton
Emmett Folgert	Dorchester	Kevin Patton	Somerville
Francesca Goldstein	Dedham	Robin Reisenfeld	Boston
Jeff & Andi Goodman	Newton Corner	Jonathan Rheume	Somerville
Suzanne Greenwald	Westwood	Jennifer Ross	Brighton
Nathan Gunner	Brighton	Mary Ryan	Franklin
Andrew Heitner	Cambridge	Robert & Samuel Silver	Waban
Bruce &		Ann Williams	Bedford
Julia Kim Hiltunen	Quincy	Kirti Withrow	Upton
Alice Howard	Cambridge		



## October 2000 Recurring Rides Calendar

These rides are held every week unless indicated

### Wednesday Wheelers

Start Time: 10:00 AM

**Routes:** 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.

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

Times: 8:30 SHARP!

**Routes:** 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.

### Sunday Morning Fitness Ride - South Shore Coastal Loop\*\*\*

Start Time: 7:00

**Routes:** Arrowed routes of 37 & 50 miles. Maps and cue sheets available for the short and long routes at <http://www.crw.org/CueSheets/SSCoastalS.htm> and <http://www.crw.org/CueSheets/SSCoastalL.htm>

**Highlights:** Are you looking for a ride with shady, quiet roads, beautiful scenery and coastline stretches that will get you home by mid morning every Sunday? The SSCL will take place every week, weather permitting. The 37 mile route includes Rockland, Hingham, Norwell, Scituate, and Cohasset with a coffee stop in Scituate Harbor at mile 15. The 50 mile loop includes Hull with an additional brief stop at mile 30 to regroup. Ideal for fast and moderate riders with paceline experience or desire to learn. These rides are set up to run with or without a leader.

**Leaders:** Mel Stoler (617-626-9261(W), 617-277-5180(H), Mel.Stoler@state.ma.us) and Ted Lewis (781-279-4909)

**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.

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

### CRW Cycling Jersey

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## CYBER WHEELPEOPLE

If you'd like to receive an electronic copy of WheelPeople instead of the printed version, send an e-mail to Dave Balzotti ([jdscribe@earthlink.net](mailto:jdscribe@earthlink.net)) from the e-mail address to which you'd like the WheelPeople sent with your name as it appears in the membership database. You will receive an e-mail containing the WheelPeople as a PDF file. You'll need Adobe Acrobat Reader 3.0 or greater to read this attachment. You can download this program from:

<http://www.adobe.com/products/acrobat/readstep.html>

In addition to saving trees, you'll get the WheelPeople several days earlier than the mailed version.



# October Rides Calendar

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.

## Northern Lighthouse Tour

October 1 - Sunday

**Times and Routes:** 10:00 for 35 and 55 miles.

**Ride Type:** Arrowed

**Leaders:** Andy Meyer, Renee Le Verrier (603 427 5001) asm@world.std.com

**Highlights:** The tourists are gone. Come and enjoy the scenic shoreline and rural roads of historic Portsmouth, York, and Ogunquit. We will ride along the ocean, past the Nubble lighthouse, and through quiet back roads.

**Start:** Portsmouth Park & Ride - 15 miles North of 495 & 95)

**Directions:** Take 95N to Exit 3 (just past the toll booth). Turn right at the end of the ramp onto Rte. 33. The Park and Ride will be about 1 mile on the left.

## South Shore Salt Marsh

October 7 - Saturday

**Times and Routes:** 9:30 for 44 or 27 miles.

**Ride Type:** Cue sheet and map.

**Leader:** Barry Nelson, 617-964-5727 before 9 PM or BarryNelson@alum.MIT.edu

**Highlights:** Salt marshes, stone walls, sandy beaches, seaside mansions, solitude, and salt air. If you've never ridden on the South Shore, you're missing a real treat! Short ride skirts the charming coastlines of Scituate (lots of snack options in Scituate Harbor) and Cohasset (opulent mansions).

Long ride adds the Marshfield shore. The terrain is flat with a few inclines.

**Start:** Wompatuck State Park, Hingham, MA

**Directions:** Take Route 3 South to Exit 14 (Route 228). Take a left off the exit ramp and follow Rt. 228 toward Hingham for 4 miles to Free Street. Take a right on Free Street (there will be a sign for Wompatuck State Park), then right again into the park in .9 miles. Park in lot on left.

## Groton Country Tour

October 8 - Sunday

**Times and Routes:** Long ride, 10 AM, 50 miles of rolling terrain with some hills. Short ride, 10:30 AM, 25 miles, few hills.

**Ride Type:** Arrowed (chevron)

**Leader:** Jeanne Kangas, (978-263-8594) evening before 9:30 PM. [kangas@ultranet.com]

**Party:** At leader's home after the rides. Hot dogs, chips, soda, and cake.

**Highlights:** The rides are scenic, through pretty horse and apple country. The short ride passes through Harvard, Littleton, Ayer, and Groton. The

long ride adds Pepperell, Dunstable, and Hollis in New Hampshire. Both rides go through scenic Shaker Village in eastern (not hilly) Harvard, and to historic colonial Groton Center, where the short ride can have a pre-lunch snack (get food here) on the Common. The long ride continues through Pepperell, over the covered bridge in East Pepperell, and up to Hollis, New Hampshire, where the rest stop is at a local pizza & ice cream parlor. The long ride returns in a scenic loop through Hollis, Dunstable, and rural Groton, where it joins the short ride in a roller coaster ride through campy Lost Lake. Everyone is invited to the leader's home at 959 Hill Road, Boxborough, only 0.7 mile from the start/finish, after the ride for hot dogs, chips, soda, and cake.

**Start:** XRE parking lot on Taylor Street, Littleton.

**Directions:** Take Exit 39 ("Taylor Street - Littleton-Boxborough") off route 2 West. It is just after Rte. 495 cloverleaf. At the end of ramp, go right, up the hill. In 0.5 mile, pass street going left. Next driveway on left goes into lot, visible from street.

## We Cover the Waterfront

October 14 - Saturday

**Time and Route:** 10:00 AM for 30 miles

**Ride Type:** Urban

**Leader:** Charles Hansen (617-734-0720) chansen@jhancock.com

**Highlights:** This is more an urban exploration than an aerobic ride. We work our way from South Boston to the downtown waterfront, then through Charlestown to Everett, Chelsea and finally East Boston, always staying as close to the harbor as we can by going out on piers, etc. This ride is a delight for aficionados of the urban maritime/industrial environment, and provides varying views of the harbor. The distance is just over 30 miles at moderate pace. Due to glass and other debris on the route, ATB's or sturdy touring tires are recommended. Please bring your lunch (if you want one)!

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**Start:** Meet at snack stand at Castle Island, South Boston.  
**Directions:** Take Broadway or Day Blvd. in S. Boston to the very end.

## Follow the Dots

October 15 - Sunday

**Ride Type:** Arrowed Routes and Times: 9:30 a.m. for 55 miles, 10:30 a.m. for 25 miles

**Leader:** Leonard Cline, 508/429-6429 (until 9:00 p.m.)

**Start:** Placentino-Miller School Complex, on Woodland Street, in Holliston.

**Directions:** From Route 9, take Route 126 South to Route 16 in Holliston. Take a left onto Route 16 East. Take the second right onto Woodland Street (in Holliston). The Placentino-Miller Schools are the first schools on the right, in about 3/4 of a mile.

**Highlights:** See the fall colors of the MetroWest area. The long ride provides some long, fast downhill, while the terrain on the short ride is rolling. There is no designated lunch stop for the short ride. There will be a cookie and cider party at the Leader's home after the ride.

October 21 - Saturday - No Ride

## Apple Hill Tour

October 22 - Sunday

**Times and Routes:** 9:30 for 57 or 63 hilly miles; 10:00 for 37 rolling miles. Both rides feature some old hilly, bumpy and twisting classic routes.

**Ride Type:** Arrowed (WHITE arc with a straight line, similar to a pitchfork)

**Leader:** Deb Kirchwey (617-497-4943). Coleader Doug Kline (617-497-0711).

**Highlights:** Lunch will be at the Harvard Green opposite the general store. The short ride goes through Concord, Acton, Stow, and Littleton.

The long rides add Sudbury, Bolton, Westford, Carlisle. Limited food opportunities, so bring a lunch, and sorry no toilets available at the stop. See HILLS, apples, and Sherman's Bridge.

**Start:** Concord Carlisle High School

**Directions:** Rt. 128 to Rt. 2 West. Go right on Rt. 126 North towards Concord Center. The School will be on your left in 1/4 mile. Park in the first lot on the left.

## Moose Hill Revisited

October 28 - 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 mi.), 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.

## New Squanacook River Ride

October 29 - Sunday

**Times and Route:** 10:00 for 56 miles; 10:15 for 45 or 25 miles

**Ride type:** Arrowed (swoopy chevrons ^ ) plus map and cue sheet.

**Leader:** Peter Brooks, 617-926-5735

**Start:** South Acton, commuter rail T parking lot.

**Directions:** Rt. 2 west to 27 south, left at lights, follow 27 to So. Acton, right on Central St., after the Acton Music Center, left in to parking lot. Or take the train.

**Highlights:** Hills of Harvard, Shaker Village, Rt. 110 traffic circle, Devensland, Shirley, Bull-Run covered bridge, Squanacook River West Groton, Pepperell, Nashua River, Groton, well manicured landscapes of new suburban estates on formerly back country roads, Westford, Boxborough. Note minimal food opportunities, food in Shirley 20 miles, Forge Village 45 miles, and Littleton 50 miles. Littleton is a good lunch stop on the short ride.

## CRW TRIPS

### AppleBike 2000

October 6 - 9, 2000

Join us for a weekend of cycling in the fall foliage. 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 \$180.00 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.

Please make check payable to the Charles River Wheelmen. Send check for full amount, and a SASE (or E-mail address) by September 9th to:

Applebike 2000  
c/o Jack Donohue  
26 Fox Run Road  
Bedford, MA 01730-1104  
jdonohue@world.std.com

Registration fee nonrefundable after September 9th unless we can find someone to take your place.

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# CRW: More than just a Bike Club?

by Bill Aldrich

I have been a member of the CRW for twenty years. I have enjoyed many of its numerous great rides. This past Sunday, August 6, was no exception. I went on the short and long Root Beer Ride with approximately ninety other cyclists. The leader, Tom Lynch, did a great job arrowing the ride through some beautiful scenery and modest hills in metro west Boston.

Aside from the physical effort of the rides, these rides let me use some of my time in the saddle to look beyond the asphalt. This past Sunday I used that time to think about the massive environmental changes that I saw. Maybe it was a rare combination of flat tires, the heat, my late start, and possibly plebeian jealousy. I could not believe the number of executive home parks, apartment garden complexes, and strip malls. Clearly, metro West has lots of great wealth, but maybe not much good sense and taste. While I am not an architect, the architecture of the high-end homes was no competition for most carriage houses I have seen on the older estates on CRW rides. How about those faux Norman and Georgian houses!

These changes have come with innumerable costs. More people mean more cars to clog the back roads and more houses to abuse the land. About every ten miles I smelled the odor of backed up septic tanks. Do these towns do perc tests, or what? Suburbanites use expansive SUVs to get sundries at a local convenience store. They then drive them to

their work places twenty or thirty miles away, while abandoned railroad lines rust in the woods.

The towns of Sudbury, Wayland, Ashland, Hopkinton, and Framingham have now become completely suburbanized. The towns appeared to have no central core. I saw two senior community centers that were badly in need of paint and other simple maintenance. A few new elementary schools randomly appeared out of nowhere.

I am not a radical. I recently bought myself a new mountain bike. However, I wonder if we as a club have a need to become more active in the face of these massive changes. One of our reasons for being a club is to promote bicycles, an environmentally friendly vehicle. Maybe it is time to look at ourselves in the mirror and not at the pavement.

Judging from the number, the value, and the contents of the cars at the ride's start, I will venture to say that most of us have earned very comfortable incomes in the biotech, e-tech, and high-tech industries. All of these areas participate in and benefit from the Web, where pundits express the benefits of being wired and interconnected. The disconnect is the lives we really lead: disjointed, highly independent, and anti-environmental. So, here's one challenge: this September 21 is a car free day for Boston and a few large cities around the world. Plan your schedule accordingly!

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*A Funny Thing Happened - continued from page 10*

then trimmed the front hedges once I got home. I took a shower and sat down to read the paper. Then it happened.

I started sweating profusely and my chest started aching. Was I reacting to a bee sting? Was I dehydrated? Within minutes my left chest started aching more acutely. Janet and I decided it was time to drive to the Newton-Wellesley emergency room.

By the time I got to the ER, I felt like a spear was sticking me in my left chest, right next to my arm. The sweat was rolling off me. They put me on the ER table and hooked up the machines. They asked me what day it was. I answered, somewhat annoyed. I explained that 30 miles on a bike was a walk in the park for me. The machines detected nothing was wrong, but I was in deep pain. Then in the middle of a sentence, I fainted. I thought I came back in a few seconds, but later I found I was out for 15-20 seconds. I had had a heart attack. Because I was in the hospital, they brought me back very quickly. I was told later that I was extremely lucky.

To make a long story short, I was transferred to Mass General Hospital. Even though I do not smoke, do not have high blood pressure, exercise daily, do not have high cholesterol, I apparently had a small blockage on one of the coronary arteries. Some plaque came off the wall and got lodged in a narrow part of the artery.

They dissolved the clot, put in a stent to keep the narrow artery open. Six days later I returned home. Since the rest of my arteries are in great shape, and there was minimal damage to the heart, I am expected to fully recover. I will be able to bicycle again.

I am still trying to figure it all out... I have no words of wisdom. I AM very grateful to be alive. Everything really does smell, taste, and feel differently. Bicycling did not cause the heart attack. In fact, bicycling and walking will allow me to recover quickly.

Okay, here are some words of wisdom: If you have a dream bike trip, don't put it off. Instead of working on the weekends, take your family to the park. Borrow some money and go on your first, second, or third honeymoon. Smell the sounds of the Ontario farmland.

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*Thunder Dragon - continued from page 1*

ings climbing and afternoons descending. We averaged 5,175 feet of climbing per day.

The flight into the eastern city of Paro from Delhi was the first introduction to our upcoming mountain adventure. First, the pilot announced the names and heights of the Himalayan peaks seen from the airplane window. He had to keep the plane steady as everyone rushed to the left side for a glimpse of Everest. We were lucky. Skies were clear, and there it was rising from the clouds. Next, we started our descent into Bhutan. The Paro valley is short, with just enough room to land a fairly small plane (it held about 50 passengers at full capacity). To get down through the jagged mountains, the pilot did in the air what a cyclist or driver would do on the road: he followed the switchbacks. He ran full tilt to the right just before the left wing nearly brushed a peak then swerved to the left and the ground dropped off again to the right. This roller coaster landing lasted about twenty minutes. Happily, after the first turn, the pilot's voice could be heard over the speaker in impeccable English, "Not to worry, folks, I've done this before."

We were greeted by clear mountain air and gorgeous scenery even at the airport. It's the Asian version of landing in Jackson Hole, Wyoming. Airport staff in national dress greeted us — men in ghos (knee-length belted robes) and women in kiras (belted floor-length jumper-like dresses). They spoke excellent English and made our entry into their country smooth. Paro is a small city with one main strip as its downtown. As with each of the towns we visited, the shops boast bright, intricately painted exteriors with huge open windows shaped like archways. The custom is to lean in the window and chat or conduct business. The Paro Dzong (monastery) on the edge of town is well worth a tour. Scenes from the movie "Little Buddha" were filmed there. And, true to the movie, young monks in scarlet robes did get distracted from the studies to eye us and giggle as we passed.

The first day of cycling came after our night in Paro. It proved to be the only flat riding of the trip. Though there were no hills, we worked our way rather slowly to the capital city of Thimphu. The pagoda-style of houses, the colors, the prayer flags, the curious children, the landscape kept our eyes darting as we jumped off the bike again and again trying to capture it all in our minds and cameras.

We spent an extra day touring Thimphu before heading out on our first pass climb to Wangdue Phodrang. The passes here are like few I have seen before. The valleys would start out warm, with a small road heading gently uphill. The grades were reasonable, and the hills didn't seem terribly out of the ordinary. As the hours went by, the inclines would almost never change. A few towns would help change the scenery, and I drank more water than ever before in my life. All of a sudden, around a corner that looked just like all the others, the sky would open up, prayer flags were everywhere, and the Himalayas were all around us. It looked and felt like we had just climbed to the top of the world.



*Biking through Paro*

The next day's climb brought us to Trongsa then the central city of Jakar, also named Bumthang. We based a three-day trek from here before heading into eastern Bhutan. After passing through Mongar and Tashigang, we crossed the Indian border in Samdrup Jongkhar.

The road across Bhutan was always interesting; wide tires were a must. Generally paved, they are wide enough for about one-and-a-half cars. Luckily, the transition from road to shoulder is gradual, so it was fairly easy to ride on the dirt and grass when trucks drove by. Other obstacles proved more interesting. It was almost impossible let go downhill because of the switchbacks, and there was often a surprise waiting just around the turn. These ranged from a group of bulls hanging around in the road (yaks at higher altitudes), to a landslide that took the road out, to a road crew repairing what used to be pavement. Road repairs are not done in quite the same fashion as in the United States. In Bhutan, there are several families repairing the roads, tending to a variety of tasks: One group hammered rocks by hand to make gravel for the foundation of the road. Another group stoked the wood fires, heated the oil, and poured it onto the road. A third group smoothed the road. Needless to say, our tires picked up a few souvenirs in these spots.

Despite the way the roads were built, they managed to wind through some unbelievable country. Hacked right into cliffs on amazingly steep and unstable mountainsides, the roads wandered through country that featured minor landslides on a regular basis. It was not uncommon to stop at a turn, and look straight down a several thousand-foot cliff. Railings didn't exist.

Most days began with a 20-mile uninterrupted climb. While they were long and hot, the steady inclines allowed plenty of time for the imagination to wander. The downhill were something else. These would range in length from 20 to our all-time record of 58 miles for a whopping 10,500 foot continuous descent. On this descent, the temperature at the top was 58 degrees. Pine trees, a chorten (a round, stone Buddhist monument; ride three times around clockwise for good luck), rhododendron, prayer flags, Himalayan peaks, and patches of snow marked the top. On the way down, we could hear cuckoo birds calling, and hardwood forests started to take over from the pine trees. After an hour, the birds were replaced with cicadas, and palm-like trees emerged as the temperatures approached 90 degrees. Off the side, the road could be seen winding down the valleys seemingly forever. After another two hours, the forests had ended, and the palm trees started to give way to desert conditions. The valley was dry, around 100 degrees, and bloom-



*Scenic overview with 2000 ft. drop*

ing with cacti. The most troubling part of the downhill was knowing that most of that drop was going to be made up again before the next day was over.

Uphill and down, houses and monasteries dotted the roadside. It was not uncommon during a stop for monks and families to come out and talk with us. Often, they spoke some English. A few times, we were invited in for butter tea (which has salt and butter instead of cream and sugar). The risk of getting sick was far outweighed by the magic of talking to people from a different world.

Accommodations ranged from camping to resort-style lodges, including a night's stay in what we later nicknamed the Mouse Motel. They were the cute fuzzy kind of mice, and even the hotel cat seemed to be a Buddhist. It sat placidly watching them scamper about. For the most part, the hotels were clean and comfortable. But for the barking dogs. Dogs are the next in line to man according to Bhutanese beliefs in reincarnation. Dogs rule the streets by day lounging in traffic circles as trucks ease around them. Riding by these yawning creatures in daylight makes it hard to believe how loud they can be after



Checked out by the locals

the sun goes down. By night, they bark and yelp out constant territorial battles all night long. Earplugs proved to be a good investment. Most meals were provided by the hotels and served buffet-style. This is common throughout Bhutan. While the Bhutanese are no comparison to the French or Italians for cuisine, food was healthy and plentiful. Breakfast consisted of scrambled eggs and toast along with very tasty mini bananas. Our Bhutanese tour guides set up lunch stops along the route, handing out combinations of hard-boiled eggs, cheese sandwiches, juice boxes, and chocolate. Dinner, again buffet-style, included rice — lots of rice — sauteed vegetable dishes of cabbage and carrots, fiddlehead stews (surprisingly good), more potatoes, and fruit, often watermelon, for dessert. No fried stuff, no pizza, no ice cream. But every hotel served bottled water (don't drink from the tap), sodas, and beer (except on Tuesdays; we never learned why) and no one left hungry.

Bhutan tourism charges on a per-day basis to be in the country. The fee covers various items like hotel, food, vehicle and driver. One can travel in Bhutan on his or her own or in groups; a Bhutanese tour guide service is provided as part of the fee. We traveled through a US cycling tour group, Cycle the World, and, in retrospect, would not choose to tour with that company again. The Bhutanese guides that Cycle the World hired were from Etho Metho Tours and Treks and were wonderfully helpful and always cheerful. Their command of English was very good and they often



The start of a long downhill

aided in translating into Dzongkha, the national language of Bhutan. We pedaled past some surprised and happy faces after greeting them with kuzo zangpo la (hello) or nodding a polite kadinchhey (thank you) after purchasing something at a local shop. In addition, they were experienced drivers, not a small feat on those narrow winding switchbacks without guardrails.

The US touring company, however, proved to be a disappointment. First, it allowed too many people to sign up. Rather than the more manageable size of 15-20, particularly for the first time they toured in such a remote place, there were 33 in the group. In a country of only 600,000, many of whom do not live in the villages, our number was assault on most towns. Some hotels couldn't accommodate such a large group, so people had to camp outside. This in itself was a disorganized deal: the first ones in got the rooms. Translated: the first people in tended to be those who chose to sag, meaning the tired, sweaty riders who opted to pedal the whole route pulled in to a tent instead of a bed and bathroom. In addition, the tour leader left early most mornings to be sure of having enough time to ride the full day's mileage. This left the task of organizing to the Bhutanese drivers, which they handled remarkably well given so little guidance or instruction. It seemed that the US tour leader's priority was to ride rather than to lead.

That was the only down side of the trip. We were lucky to have spectacular weather (it rained one or two nights and the one day we weren't cycling) and only minor stomach ailments (thanks to plenty of Cipro). Sometimes difficult, always an adventure: biking through Bhutan made us believers in their legends, magic, and way of life. We'd go back to again experience the challenge, charm and serenity of the Land of the Thunder Dragon.

To see some pictures of the tour, and to get the pleasure of rereading this story, take a look at the CRW web tours page at: <http://www.ameyer.org/tours/>

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## WheelPeople History

### Five Years Ago

The Al Lester Memorial Hostel opens in the White Mountains. Philip Stern describes Vermont by bike with three generations of Sterns.

### Ten Years Ago

Nancy Clark, nutritionist, discusses the pros and cons of frozen yogurt. Fall Century at Wellesley High draws 385 cyclists.

### Twenty Five Years Ago

This month's club meeting at the Round-up Steak House in Waltham featured Ed Hayes from the Philadelphia office of the US Dept. of Interior, Bureau of Outdoor Recreation, who spoke about plans for an East Coast bicycle trail from Boston to Virginia and beyond, linking up with Bikecentennial's cross country route. We also had the annual ride from Dalton Harrow's home in Norwell which featured Helen Harrow's home made corn chowder (my favorite.)

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# Kidbacks to Chartres

by Sheldon “Daddy” Brown

In 1988-89 our family lived in Chevreuse, a suburb of Paris. Along with my wife, Harriet Fell, there was our daughter Tova, 8, and our son George who was pushing 6.

May 1, 1989

Just back from Chartres. The four of us cycled down on the two tandems on April 28th. We took the D306 to Rambouillet, then the D150 through Orphin into the department of Eure et Loir, where it turned into the D32. We stopped at Gallardon to look at the church there. It was quite a nice 12th century Gothic church, but not in the best of condition. It appears to be in process of major repairs. Close to the church is a spectacular ruin of a 12th century round tower donjon. It is quite tall, but only one side of it is still standing. It looks extremely precarious.

The D32 took us almost all the way to Chartres. We could see the towers of the cathedral from 10 km away as we approached the city. The last stretch of the approach was on the RN10, a major expressway. As we entered, we passed the fairgrounds, and saw that the Foire (fair) de Chartres was in progress, which made us a bit uneasy about the fact that we had no hotel reservations.

We rolled down the valley of the Eure into the old part of town, but had to walk most of the ascent toward the cathedral. The Syndicat d'Initiative (chamber of commerce) was able to find us a hotel, the Hotel d'Écu. It was a short bike ride to the Hotel, through parts of the city that reminded me a lot of Paris. The hotel itself was rather old and funky. There was a courtyard with a roofed bar behind which we were able to lock the tandems out of sight. We had suite #1, which had one room with a single bed and a double bed, and another room with just a single. The plumbing was the worst. There was a strange electric toilet, which appeared to have a disposer built into it, but it was constantly getting plugged up. Fortunately, there was a normal W.C. down the hall. The door latches were of a very unusual design. The bolts had little rollers on them, and the striker plates had exterior ramps to make the rollers retract as the door closes.

After settling into our suite, we walked over to the cathedral for a look around, and to find a place to eat. Getting to the cathedral by foot was shorter than by bike, because there are pedestrian only streets that make a shorter route. The cathedral was at least as impressive as Notre Dame in Paris, and the stained glass is even better. The Chartres stained glass is noted for the particularly rich shade of blue they make only there.

We found a terrific restaurant just across the street from the cathedral, with unusually good food, and even a children's menu.

That night we discovered the major drawback of the Hotel d'Écu; it is located on a street that is very popular with motorcyclists, and they kept zooming by 'till five o'clock in the morning, making sleep difficult.

We had hoped to be able to make a more extensive tour of the cathedral, but being Sunday it was in use for mass, and we got chased out. Instead, we walked the “Circuit Touristique”, Chartres' version of Boston's “Freedom Trail”. This runs from the cathedral down the steep side of the valley through a lovely park to the Eure. The Eure is lovely

there, surrounded by old mill buildings and half-timbered houses. The circuit wanders along the Eure and up twisty streets back to the cathedral. We also stopped into the Eglise St. Pierre, which is a large, late gothic building. It is much lighter inside than the cathedral, because the later designs have less stone and more window, also because the earlier windows are made of thicker glass, which is darker, but with much richer color.

Back at the Hotel, we celebrated George's sixth birthday, and gave him the two presents that we had brought along, a rubber snake and a fancy scientific calculator. The calculator was the perfect gift for him. It has 10 digits, and zillions of functions. Right away he learned about binary and hexadecimal notation.

We took a somewhat different route for the return trip, Swinging around to the south of the city and then going north of the airport to avoid the RN10. We went through a little town with the picturesque name of Gasville before rejoining the D32.

We stopped for lunch at a bar in Gallardon, where we had pizza and quiche. From Gallardon we headed north-north-east through Jonvilliers and Sauvage to Gazaran where we picked up the D906. The stretch from Gallardon to Gazaran was wonderful. The roads were well kept and there was hardly any traffic, as everyone was eating Sunday dinner. We were able to ride side-by-side most of the time, through fragrant fields of yellow blooming rape. (Rape is a plant that looks from a distance like goldenrod, but with larger flowers. It is harvested for an oil made from its seeds. In the US this is called canola oil.)

We got a bit lost in Rambouillet, and wound up heading north instead of east, so the return trip amounted to about 65 km as opposed to 59 on the way down.

Once we got to Cernay-la-Ville, we were in the home stretch— only 8 or 10 km to go. In the middle of Cernay, we passed a group of four teen aged boys hanging out with their two mopeds. A couple of km after the village, they passed us, but their timing was bad. The last 3 or 4 km of the D306 going into Chevreuse are a beautiful gradual descent, well paved with gentle curves. Shortly after starting the descent, we caught sight of the “wolf pack”. We stayed behind them for the first few curves, because they are a bit too tight to be taken at full speed, but when we got past the sharpest curve, we let it all out. Tova and I got into our 110 inch gear and easily passed the two slowest mopeds. At this point I really was anxious to pass the other two as well, because I knew that the two slow ones would never live it down if they were the only ones to be passed. We succeeded in passing the leaders, but then I saw in my mirror that the fastest one had gotten into a full tuck, with one hand behind his back for further streamlining, and he pulled up next to us. This was my cue to go to the 123 inch gear and leave him behind for real. Once the road leveled off, they passed us again, and we exchanged cheerful waves.

This was a lovely week end, we will all remember it fondly, our first overnight tour as a family.

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# Little Jack's Corner - by Jack Donohue



I'm thinking I might need a personal trainer. I used to think this was just for movie stars, but now ordinary people seem to have personal trainers, just like they have accountants. I'll bet my mailman has a personal trainer. Now, the next question is why I'd need to resort to this measure. My cycling has been stagnating for these twenty years. I've reached a plateau of mediocrity from which I've started a slow decline. It's

getting harder and harder to keep up with the twenty-somethings. So my personal trainer could whip me into a lean, mean cycling machine, and I could blow the doors right off those grandmas on Huffies.

On the other hand, dealing with a personal trainer could be downright demoralizing. He would probably be a strapping young lad with biceps the size of my leg. Now if the trainer were a strapping young wench... It would still be demoralizing, but at least it might be more interesting.

Maybe Jane Fonda's not busy.

My current training regimen involves eating a lot of food, most of it bad for me. Right now my major decision is whether to go with the filled or chocolate covered doughnut. I suspect my PT would opt for "none of the above." I would have to start eating healthy things, like fruit and vegetables (banana daiquiris don't count). I might even have to start eating dreaded "energy food."

I suppose I would have to worry about "quality mileage," as opposed to my usual garden variety mileage. I'd have to learn about things like LSD (not the Timothy Leary variety), wind sprints (more like winded sprints), fartlek (not what you're thinking), all manner of unpleasant things. I'd have to monitor my heart rate more closely than a patient in the ICU.

On the other hand, maybe I'll just content myself with slipping into bicycling mediocrity. Think I'll have another beer to go with that doughnut.

**This month we have a century of centuries, as  
Joe "Century" Repole  
completes 100 consecutive months riding a century AND a metric century  
(that's every month since May 1992).  
Congratulations, Joe!**

## August Mileage Totals

1 3 4 0 4 3

Name	Miles	M	C	K	Name	Miles	M	C	K
Pamela Blalock	8111	8	4	6	Bill Widnall	2625	8	8	-
John Bayley	7917	8	4	4	Doug Cohen	2596	3	1	-
Bruce Ingle	7766	6	4	5	John Springfield	2465	-	2	1
Jack Donohue	7480	-	-	4	Dave VanAmeijden	2049	4	3	-
Martin Estner	7360	8	8	4	Jim Goldman	1684	1	-	-
Mike Kerrigan	7113	6	5	4	John Kane	1469	-	-	-
Larry Dolinsky	6876	8	6	-	Susan Grieb	1249	-	-	-
Irving Kurki	6601	6	5	2	Cynthia Snow	1075	1	-	-
Tod Rodger	5683	4	3	1	Shahed Aziz	1074	-	-	-
Peter Knox	4707	3	3	3	Harry Wolf	987	-	-	-
Joan Dolinsky	4424	8	-	-	Jim Broughton	934	-	-	-
Robin Schulman	4223	2	2	1	Elaine Stansfield	879	-	-	-
David Wean	3839	2	-	-	George Caplan	677	-	-	-
Joe Repole	3662	8	8	-	Jeff Luxenberg	655	-	-	-
Glenn Ketterle	3633	1	-	-	Ed Trumbull	578	-	-	-
Dick Arsenaault	3616	5	1	-	Phyllis Mays	500	-	-	-
Bob Sawyer	3606	1	-	-	Jared Luxenberg	224	-	-	-
Suzanne Brazeau	3270	6	1	-	Rosalie Blum	191	-	-	-
Gabor Demjen	3188	4	1	-	Tracy Ingle	94	-	-	-
Ed Hoffer	3167	2	-	-	Sara Luxenberg	72	-	-	-
Gerald Goode	2936	-	-	-	Katie Caplan	69	-	-	-
Joe Marcal	2719	2	-	-					

### 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.



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

Date \_\_\_\_\_ Date of Birth \_\_\_\_\_

Signature(s) \_\_\_\_\_

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

Address \_\_\_\_\_

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

We sometimes allow bicycled-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 \$35 2 years \$67 3 years \$99

Individual \$40 Household \$76 \$112

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

\*Contact David Balzotti, 508 341-1587 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  Publicity  Legislative Action
- Safety  Membership  Newsletter
- Host a postride party/Special Events
- Other \_\_\_\_\_



### Renewal or Change of Address?

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