


Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXVI, Number 12 · December, 2000

Welcome A Board

We're happy to announce the three new board members for the term 2001-2003: Don Blake, Connie Farb, and Tod Rodger. Connie was a late entry, but a welcome addition to the board roster. She's been very active with the club this past year, leading and arrowing several rides, as well as helping with the food for the centuries.

Bikers with Forks

Thursday, December 14

The next Bikers with Forks will be held on Thursday, December 14 at 6:30 at Vinny Testas, 20 Waltham Street, Lexington. Good news for all of you who hate arguing about checks at the end of a group dinner - Vinny Testa's will be serving us family style, with various appetizers, entrees etc. for a fixed cost of \$25 per person, excluding drinks. The only catch is that if you RSVP, you need to come or send a check, since we'll be paying for your dinner. RSVPs required by Tuesday December 12 to Rita Long, e-mail: RitaLong@aol.com or phone 781-899-9177 before 9:30 PM. Hope to see you there.

Directions to Vinny Testas: Rt. 128 to exit 31A (from either direction), ramp will lead you toward Lexington. Go straight for 4 miles into the center of Lexington. Turn right at the traffic light onto Waltham Street. Vinny Testas is the second building on the left.

church is near the top of the hill on the right.

The 2001 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. Call Don Blake at 781-275-7878. 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-L: Main Courses

M-S: Desserts

T-Z: Appetizers & Salads

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.

Annual Holiday Party

Our Christmas season party will be held from 7 to 11 PM on Friday, December 8 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

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Bicycling in the Footsteps of Lewis & Clark

3,000 miles from St. Louis to Astoria, Oregon

January 7

Tod Rodger (Sunday Rides Coordinator and new board member) will show slides and tell stories from his own journals and from the original journals of Lewis & Clark. In 2003-2006 our country will celebrate the bicentennial of this epic journey. What better way to honor these explorers? Tod has spent three years traveling

this trail and will have copies of his new book, "Bicycle Guide to the Lewis & Clark Trail". For earlier information about this great Christmas present, check www.deerfootpublications.com. The show will start at 7:00PM at Jerry Green's Lyceum, 28 Winchester Drive, Lexington.

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
Jack Donohue	2000	(781) 275-3991
Rich Fields	2002	(781) 646-4601
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

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

RIDE PROGRAM COORDINATORS

Vice President of Rides	Jim Sullivan	(781) 245-1772
Saturday Rides	Barry Nelson	(617) 964-5727
Sunday Rides	Tod Rodger	(978) 456-8654
Winter Rides	Eric Ferioli	(781) 235-4762
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	Mel Stoler	(617) 277-5180
	Ted Lewis	(781) 279-4909

WHEELPEOPLE STAFF

Copy Editor	Jack Donohue	(781) 275-3991
Production Editors	Andy Meyer	(603) 427 5001
	David Cooper	(781) 483-6960
Advertising	Marty Weinstock	(617) 491-6523

INTERNET STAFF

Web Site (http://www.crw.org)	
Webmaster	Bob Hug bobhug@mediaone.net
E-Mail List (crw@world.std.com)	
Administrator	Jack Donohue jdonohue@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. 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



November 7, 2000

Membership Report: 889 current memberships, with 35 new, 31 renewed, and 33 lapsed.

Board Elections: The three candidates for the Board of Directors are Don Blake, Connie Farb, and Tod Rodger. Their term will begin in January 2001.

Financial Report: Cash flow for October shows a negative balance of \$456, but our year-to-date cash flow is healthy, with a balance of \$2,465. We will probably finish the year in the black.

Rides: The only open Sunday on the calendar is Thanksgiving weekend. The year 2000 was better than 1999 in terms of rides. The calendar was filled early, and we had new leaders and new rides. We are still looking for a Saturday Ride Coordinator to replace Barry Nelson.

Rides Committee: The committee will meet in February; exact date to be scheduled. Ann-Marie Starck will join the Rides Committee.

Events: The Nelsons will host a ride leaders' party on December 1. Bikers With Forks have several events planned. Two slide shows are also planned for January.

Banquet auction proceeds: George Eckert, who was not present at the meeting, proposed by e-mail that auction proceeds be used to present plaques to cities, towns, or public officials for positive steps taken to promote bicycling. The Board decided to adhere to last month's decision to donate the proceeds to the Major Taylor fund. George's idea was, however, favorably received. The Board will consider plaque donation in the future and possibly add it to next year's budget.

Web site: The Board discussed renewals of site sponsorships.

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.

The Bicycle Safety Conference

Worcester, MA
September 27, 2000
by Bob Sawyer

One thing that impressed me about the conference was the number of attendees, over 150, compared to 60 at the last conference I attended. These people were not just bicycle advocates. They were police, town planners, state and national highway engineers, school superintendents and town bicycle committee chairs. The keynote speaker was John Fegan, Bicycle-Pedestrian Program Manager of the Department of Transportation, who gave us the national perspective on bicycle safety.

Among the workshops were our own John Allen with "Street Smart Demos" and Olga Guttag/Paul Schimek, "Adding Bicycle Safety to Your Curriculum. The Cambridge and Westford Po-

lice Patrols gave a great workshop on "Enforcement Programs that Do (and Don't) Work." The conclusion: don't run red lights and obey the rules or the Police Patrol will use one of their new bicycle specific ticket books on you.

If the schools in your town are not teaching Bicycle Safety contact Ride and Roll Safely, Inc., 273 Emerson Road, Lexington, MA 02420. E-mail olga@lcs.mit.edu for information. She provides a complete teaching kit.



Prayer Flags & Pizza Slide Show/Pizza Fest

Friday, January 26, 2001

Andy Meyer and Renee Le Verrier will present a slide show of their bicycle tour through the kingdom of Bhutan. Come early, around 6:30, and we'll order some pizza, otherwise 7:30 for the main event. The show will be held at 26 Fox Run Road Bedford. If you're interested in the pizza, call Jack or Susan at 781-275-3991, so we'll know how much to order.

Directions:

From Route 62/Concord: L on Routes 4/225; where 225 bears left to Carlisle, stay straight on Route 4 for about 2 miles, at V in road Route 4 goes left (sign to Chelmsford) bear right on North Road till road bears left, turn R on Springs Road, take 1st R on Fox Run Road, we are #26 on right.

From Route 3: Take Concord Street exit toward Bedford; in 1 mile Technology Park on left, another 1/10 mile road bears R, go L on Springs Road, take 1st R on Fox Run Road, we are #26 on right.

Bikers with Forks

Monday, January 22

Join your biker friends for a meal at Erawan of Siam in Waltham on Moody Street at 6:30. RSVP to barbara@world.std.com for a good time! If you don't have email access call Barbara at 617-964-8193 between 9 am and 9 pm only by Sunday January 21.

WELCOME NEW MEMBERS

Richard Antonio	Framingham
Richard Batten	Pinehurst
Phyllis Brawarsky	Brookline
Ralph Cohn, Miriam Levine	Brookline
William Donovan	Cambridge
Victor Frank	Brookline
Claire Frederick	Auburndale
Jim & RoseMarie Furey	Medford
Tina Gaetani	Holliston
Howard Glazer	Boston
Jim Hearty	Weston
Al Kuolas	Waban
Mike McAweeney	North Billerica
David & Winky Merrill	Weston
Amy Murphy	Wellesley
Harry Steinman	Winthrop



December 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 in addition.

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
Fieldsensor



\$55

Size: Small only
comparable to European size 2

CRW T-Shirt
100% cotton



\$10

2 color front and back
Back shown

Size: Medium, Large, X-Large
Colors: Yellow & Apricot

Do the web at www.crw.org
click on "merchandise"

6 color GEAR 98 T-shirts available, yellow, L & XL
\$10 or 2 for \$15.00

Specify T-Shirt or jersey
Add \$3.00 postage for each order.

Mail your check made out to CRW and this order form to:
Ken Hallow, 35 Longmeadow Rd., Weston MA 02493
Please include your phone number
For info: (781) 647-0233 - or - khalow@kgraphics.com

Name _____

Address _____

City State Zip _____

Telephone _____

Quantity _____ Size(s) _____

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) 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.



December 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.

First Frost Bite Ride- Something in Common

December 3 - Sunday

Time: 10:30

Ride Type: Map and/or Cue sheet.

Leader: Eric Ferioli (781-235-4762)

Highlights: Eric will give us a taste of winter rides to come. Join us for the first Winter Ride of the Season. This is the season to share in the fun.

Start: Cambridge Common, 1/2 mile north of Harvard Square on Massachusetts Ave. Meet at the monument in the middle of the Common.

Groton

December 10 - Sunday

Route and Time: 33 miles and 18 miles at 10:30

Ride Type: Map and/or Cue sheet.

Leader: Jamie and Jesse King (978-448-0533)

Highlights: This ride covers ground not usually seen on CRW rides. There will be an after ride party at Jamie and Lindy's.

Start: 41 Whitaker Lane, Groton

Directions: From Rt. 495, take exit 31 onto Rt. 119 West, toward Groton. Rt. 225 joins 119 from the right at about 3 miles. At 4.2 miles, bear right onto Gay Rd. Take second right onto Whitaker Lane. #41 is on the left near the end of the road. House has yellow door. Park in the driveway or on the street on the power line side.

The Christmas Lights Night Ride

December 13 - Wednesday

Route and Time: rolling 12 miles at 7 PM

Ride Type: Cue sheet, we will try to stay together.

Leader: Jacek Rudowski (617-361-5273)

Start: Municipal Parking Lot on Eastern Avenue in Dedham

Directions: Take exit 15A from I-95/Route 128 on the Westwood/Dedham town line. Go north, there will be signs for Eastern Avenue, turn left at that set of traffic lights. The municipal parking lot is immediately on the right.

Highlights: The purpose of this ride is to look at the Christmas lights in Hyde Park and East Dedham. Head and taillights are mandatory, and Reflective wear is strongly recommended. At two locations, part of the display is in people's yards. Here we stop and go in. The ride takes about 1 1/2 hours. We will not go on the above date if it is raining, snowing or too cold. If there is any question about the weather, call Jacek at work (781) 233-1717 before 5 PM. There is a coffee shop near the start where some of the group go to after the ride.

Bare Natick

December 17 - Sunday

Time: 10:30

Ride Type: Map and/or Cue Sheet

Leader: Eric Ferioli (781-235-4762)

Highlights: Route goes to the southwest through Dover, Medfield, Millis, and Sherborn.

Start: Natick Common, at the intersection of Rt. 135 and Rt. 27.

Procrastinator's Holiday

December 24 - Sunday

Time: 10:30

Ride Type: Map and/or Cue Sheet

Leader: Eric Ferioli (781-235-4762)

Highlights: If your shopping isn't done by now, forget about it. Note to bagel lovers: there is now a Bruegger's in Weston Center.

Start: Weston Town Hall, Weston Center

Directions: From Rt. 128 take Rt. 20 and head west to the first traffic light, turn right into Weston Center and park on the far side of the green.

Tour of Wellesley

December 31 - Sunday

Time: 10:30 for approximately 18 miles

Ride Type: Show & Go

Leader: Eric Ferioli (781-235-4762)

Start: Wellesley High School

Directions: From Rt. 128 exit 21-22, Rt. 16 West towards Wellesley. Go through Wellesley Hills past clock tower on right. Turn left onto Rice St. after the traffic light at Forest St. (on left)/Rt. 16/Rockland to Linden St. (on right). There is a white with red letters sign saying "Wellesley High School" on the right, just before Rice St.

Highlights: We will stay together as a group as the ride leader give a dissertation of the highlights, lowlights, and streetlights of the town of Wellesley. Some of the scenery will include expensive houses, Wellesley College, and the Wellesley Dump.

Errata

Last month's article "The Bicycle Takes Off: From Boneshaker to Boom" described the exhibit at "the Museum" but neglected to mention that the museum in question is the Museum of our National Heritage in Lexington.

Alaska Aids Vaccine Ride

510 miles, Fairbanks to Anchorage

Aug 21-26, 2000

by Graham Rae

This first ever Alaska Aids Vaccine Ride was designed to be a challenging ride - 510 miles in six days through 2 mountain ranges with the chance of "uncertain adverse" weather. Snow, sub freezing temperatures, cold rain, headwinds, long steep climbs and the isolation made this ride an epic adventure that tested mental strength as much as physical strength.

Day 1 Fairbanks to Delta Junction (97.4 miles)

After months of training and preparation, day 1 has finally arrived. 5 a.m. I check out of my small downtown Fairbanks motel. It's cold. Not too surprising, we're just 2 degrees south of the Arctic Circle. A school bus takes us to the Carlson Center in the center of Fairbanks for a grand opening ceremony and ride-out.

Today is a 97 mile day. The road climbs at a gentle incline all day from 380 feet to 1,100 feet. As we leave Fairbanks the scenery changes rapidly from urban to rural to wilderness. The first impressions are encouraging. Distant mountain views, unspoiled and undisturbed.

As we near the lunch stop the view is interrupted by a bridge that's disproportionately narrow for its length. As we get nearer, its purpose becomes clear. It's carrying a section of the Alaska oil pipeline. The pipeline is an impressive engineering feat: 800 miles (380 miles underground) from Prudhoe Bay in the north to Valdez in the south, 48 inch diameter, insulated and heated steel pipe, built in 3 years at a cost of \$8 billion. The oil flows quietly at a constant 5-6 mph all year round. The view is even more impressive than the statistics.

As rides go, today was a straight forward century ride. No rain, moderate climbing and tolerable temperatures in the mid 40's. We turn off Highway 2 to our first camp. The welcoming crew cheers us in. They will do this until the last rider comes in every day for six days.

The advance crew has set up all the facilities before the riders arrive. Medical tent, mobile showers, store, bike tech, dining tent, and stage. Every night, our "Mobile City" is the 6th largest population center in Alaska - it's all very impressive. First priority is to get a tent then collect my gear bag. The camp site has been marked with 1000 "address pegs" arranged in a rectangular grid. I find the site for my new home situated on 80 square ft with neighbors intimately close on all 4 sides. Tent up, the next port of call is the mobile showers. Given we're approximately in the middle of nowhere, I expect no more than a few quarts of cold water dribbled out of a perforated bucket. To my surprise I find six mobile tractor trailers each with a dozen or so immaculately clean personal shower units. The water is steaming hot and plentiful. Each shower truck is completely self-contained, carrying 10,000 gallons of potable water and an enormous propane gas tank to provide continuous hot water. Thank you OK's Cascade, Wisconsin.

Dinner is served from 5-8pm. With a couple of hours to go, there's plenty of time to just relax and talk with other riders and tent neighbors. Just as my expectations of the showers were exceeded, so too the dinners. 2 mobile kitchens prepare a perfect 3 course dinner for 1500 riders plus 300 support crew and 70 staff. That's a total of 33,600 meals over the six day ride.

Darkness falls around 9:30, the gray sky that held back all day opens up. Sleep is continuously interrupted by the drum of rain on tent canvas.

Day 2 - Delta Junction to Gulkana Glacier

Today's 70 mile route climbs from 1,100 ft to 3,200 ft via the Isabel Pass on our way to the Alaska Mountain range. Camp tonight is 3 miles from the edge of Gulkana Glacier. The forecast for the day "Cloudy, damp and cool today with continuing showers. Chance of snow in higher elevations".

Far too soon, it's 5 a.m. and time to get up. It's raining hard now. 7 a.m. we ride out in rain. The road is empty. There are no stores, gas stations, restaurants, phones, advertising billboards, no cell towers - just bikes and uninterrupted views in all directions. 30 miles later it's still raining and getting very cold as we climb. The rain turns to sleet then in a matter of minutes, snow. The snow accumulates on the roadside and on the nearby hillsides. The road surface, wet from the rain makes the snow melt on contact. Not a problem I convince myself, recalling last winter's training rides and previous long cold rides. The trick is to work harder to generate enough body heat to maintain core body temperature.

Mile 50, still snowing I arrive at the lunch stop. There's no sensation in my feet and marginal in my fingers. I unclip, park the bike then head to the lunch tent. My intent is to quickly refill my hydration pack, down a few energy bars and move on. The crew however insists I go inside to a hastily arranged heated warehouse to warm up. To my amazement I find riders with varying degrees of hypothermia and frostbite. There's someone I rode with yesterday, a strong rider, wrapped in mylar and shivering. He tells me he won't quit then in the same breath says he can't carry on. After some persuasion, new gloves and lunch I get him back out on the road. I know he'll be grateful later.

We have 20 more miles to go before camp 2 at Gulkana Glacier. The snow has finally stopped. We have our first (and as it turned out, only) tailwind. Low cloud hangs over a mountain a hundred or so feet to our left. Glacial silt run off has left contrasting color deposits that streak the mountain side. To our right is a wide but almost empty river bed. Everything looks even better in a tailwind!. Finally, we sail into camp amid loud cheers from the welcoming crew. We take photographs to prove we completed Day 2. Today was hard.

Gulkana Glacier is used by a nearby army base for survival training. We have borrowed their campsite for the night. It's no more that a few acres of flat, crushed rock 3 miles from the glacier. A few of us take a long walk towards the glacier to stretch out before dinner. The trail takes us past a disused one-man gold panning operation. A rusty car and disused equipment suggest it was abandoned abruptly.

Less than 300 of the 1500 riders completed Day 2. The logistics crew and medical team did an outstanding job getting over 1000 riders and their bikes safely off the road and transported via school buses, army buses, motor coaches and U-Haul trucks to camp. Everyone will forever remember Day 2 of this ride.

Day 3 - Gulkana Glacier to Gulkana Airport, Glennallen

Today's 80 mile route is posted as a "downhill" day. The weather forecast even sounds good "Mostly sunny with increasing cloudiness in higher elevations. High 54. Cold and mostly cloudy tonight. Low 30. Sunrise 6:29 a.m. Sunset 9:33 p.m. Length of Day 15:04. In reality it was quite different.

5:30 a.m., its winter cold. The sky is dark and threatening. Walking back from breakfast, it starts snowing. In a few short minutes the ground and tents are suddenly white. The snow is wet and heavy and the snowflakes huge.

15 minutes later it stops abruptly. The sun finds a hole in the low cloud and floods the nearby mountains and their mist-filled valleys with perfectly placed highlights and shadows. Now I understand why Alaska is referred to as a photographers' paradise. 7:30 a.m., the route is open. We depart in light rain and cold temperatures, hoping the "mostly sunny" weather is only a few miles in our direction.

For a "downhill" day there sure is a lot of uphill. It's an undulating route where every downhill seems to be paired with an immediate uphill. Just in time for the lunch stop, the rain stops and the sun comes out. I drop my bike off at the mobile bike tech tent while I eat and bask in the 50 degree sunshine. My bike has accumulated bits of finely ground Alaskan Highway number 2 and is in need of a good clean and re-lube. The mobile bike tech is another amazing operation. They have a fully-equipped mobile repair shop that moves from one stop to the next. They have enough spares to rebuild several bikes and seem to be able to fix just about anything. I chat to them, they take good care of my bike.

Camp 3 tonight is at the end of the main runway of a small civil aviation airfield, Gulkana Airport. The view of snow-capped Mount Drum (12,010 ft.) and Mount Sanford (16,237 ft.) are spectacular. It's impossible to get tent pegs into the hard-packed gravel of which Alaska seems to have no shortage. Tents have to be weighted down with a rock to each inside corner. The adjacent bushes are quickly draped with damp rider gear as we try to take advantage of the remaining warmth before the 9:33 p.m. sunset.

Day 4 Gulkana Airport to Sheep Mountain Gravel Pit

Today we climb again. The ride to camp 4 at Sheep Mountain Gravel Pit is 80 miles. Can it really be a gravel pit with sheep standing on a nearby mountain? The daily riders bulletin carries a stern warning: "The route today includes some real nasty climbs as we pass through the mountains". To top it off nicely, the weather forecast sounds somewhat grim: "Cloudy, damp and cool today with showers in the evening. High 52. Cold and wet tonight. Low 35".

6:30 a.m., a beautiful sunrise, cold, overcast but dry. Today's hills are of the short but steep and plentiful variety. The route climbs via Eureka Summit to 3,322 ft. Large sections of the route are freshly re-surfaced with loose gravel that sends a continuous vibration up through the spine and out the top of my helmet.

I can't tell you I passed through this town or that town, or rode past some significant landmark or a well known attraction, spotted a bear, moose or elk because we simply haven't. Our route so far has taken us through nothing but wilderness and beautiful scenery. Every inch of the journey is new, nothing is familiar. There is barely any traffic. The mountains are majestic, the glaciers unique and the miles of undisturbed landscape a rarity. All of this balances the steep hills, the miles and the weather.

I make it to camp before a torrential downpour comes through the moun-

tain pass and drenches riders. Camp lives up to its name. It is a gravel pit at the side of the road, surrounded by mountains. No sign of the Dahl sheep though that are supposed to frequent the mountains. The distant views of the Chugash and Talkeetna Mountain ranges are breathtaking, the sense of isolation intense.

Day 5 - Sheep Mountain Gravel Pit to Palmer Fairgrounds

Today's penultimate 70 mile route promises the best scenery of the entire ride taking us around the Matanuska Glacier via narrow twisting roads and switchbacks. Glaciers are supposed to flow and recede. The "Mat" hasn't moved in over 20 years and no one has yet explained why. More cheer from the weather department: Continuing Showers and cold rain ending by late afternoon. High 61. Cold and mostly cloudy tonight. Low 43.

5:30 a.m., Sheep Mountain Gravel Pit is socked in by low cloud, visibility is about 100ft. The route is closed until the weather clears. An hour passes - the weather scouts return with the news that the route is safe to open. We head off into the murk, its cold, damp and the roads are wet. Seven miles later, its still drizzling but we're out of the low cloud. I'm riding with a group of three other riders. The narrow roads twist and turn. There are a few long downhills with fast switchbacks. We departed early, maintained a fast speed so we're rewarded by having a long descent to ourselves. We build speed. On any other day, this would be a 50 mph descent. Today a strong headwind stops us getting over 40.

The long downhill is replaced now by a series of climbs as we go around the other side of the glacier. The view of the glacier, the up-close mountains and a river combine at once to create another spectacular picture. The rain is heavy again, its cold and strong headwinds add to the difficulty. So much for the forecast "61 degrees".

The lunch stop overlooks the end of the nearby glacier. We're close enough to see the deep crevices and color variations - it really is quite something. A few miles later, we hit the hardest climb of the entire ride. It comes without warning, the worst type - long, straight and steep. Seven hard miles later I pass a crew member cheering enthusiastically at the side of the road announcing the top of the climb. As we leave the micro climate of the mountain pass and the glacier, the temperature suddenly jumps several degrees. It feels like 61 degrees might actually happen.

Breeze into camp 5, at last it feels warm. Camp tonight is a large grass field adjacent to the Alaska State Fairground in Palmer. It is the opening day for the fair. Palmer is our entrance back into "civilization". The fair is an unusual and varied display with everything from enormous army ve-

*Alaska Aids Vaccine Ride -
Continued on page 9*

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Little Jack's Corner

- by Jack Donohue



So we get a call from Peter who wants us to join him on a mountain biking vacation in Moab. Now, I'm not much of a mountain biker, being able to barely keep the rubber side down on my road bike without the additional impediments of rocks, twigs, and dirt, but this seemed like a rare opportunity. Since time immemorial every vacation I've suggested has involved biking. I've been dragged under protest on

hiking and skiing vacations. So here was a chance for a biking vacation, and it wasn't my idea. This definitely had elements of brer rabbit and the briar patch. Of course, it was mountain biking, which really isn't biking, but it was close enough.

We had a couple of days in Moab before the actual trip to do some riding. In preparation for the trip, Dave had been sending us links to web sites describing "great" rides in the area we could do before the trip started. Now a great ride for a twenty something mountain bike dude with no fear of death means something entirely different from my perspective. I decided to ignore this and suggested we find some really boring rides. I think I set everyone's expectations sufficiently low by the time the trip started.

The others went out earlier and had spent a day "canyoneering" which as close as I can make out involves paying someone a vast amount of money to be allowed to throw yourself over precipices and cover your body with bruises. Can't say I really missed that one.

The first day we were there we did some riding on the so-called "slick rock." It would more aptly be described as "jagged rock with lots of FDGB potential." The rock and my right knee became as one, and I was also introduced on a more personal basis to the local cacti. I provided Susan some evening entertainment by allowing her to pick cactus spines out of my ankle. Not an activity recommended for a first date. I decided that it was going to be a very long week, indeed.

The good thing about our preride rides was that it gave us time to repair our equipment, which had come with what the insurance companies like to call a "preexisting condition" from our Costa Rica trip. The preexisting condition was that Susan's derailleur was all bent out of shape

and so was mine. I realized something was amiss when shifting to the largest cog in the rear caused a pleasant melody of derailleur parts ping-ing against spokes. I determined that I would need to look at that when the ride was over. I got to look at it a bit sooner, since on one ill-advised shift, the derailleur got caught in the spokes and wrenched forcibly away. Since there were probably more bike shops in Moab than houses, we had no trouble replacing said items. I thought the mechanical problems together with the physical problems didn't bode well for the actual trip.

But I was wrong, the actual trip went pretty smoothly. The route stayed on roads the jeep could follow, so there were no real scary bits to ride. I figured if a jeep could go over it, it wouldn't be involve any of these "big air" stretches which could only result in "big hospital bills" for moi. It was a lot like backpacking in that you got out into the backcountry, but you have a jeep to carry all the comforts of home. Well, not exactly all the comforts, since we had to sleep in tents and water was in short supply, hence no showers. But the bar was well stocked.

I discovered that mountain biking is a lot like cross country skiing, in that, unlike road biking it requires a fair amount of skill to stay vertical in addition to dumb brute force. Like skiing, I could often climb things I had no business going down. I discovered the beauty of front suspension on this trip. It seems that with a suspended bike, no matter how badly you screw up, you have a fair chance of bouncing along and remaining in the saddle as opposed to a cactus accessory. With my old bike, after crashing into the things I did on the trip, I would have been launched into another state. With the suspension, all was well. There was one section where I hadn't been paying attention and discovered I was about to enter a giant crevasse (about a foot gap between rocks actually). Thinking fast, I did my best Evel Knievel jump, which had the effect of making the front wheel crash into the rock on the far side with even more force than it would have otherwise. I hit the saddle with such force I really expected to seatpost to snap right off. Fortunately, I've already had all the children I intend to. That was actually the worst mishap except of course for reopening my wounded knee and becoming a cactus pincushion yet again.

It definitely was a unique experience. Does it make me want to become a radical gonzo mountain biker after this? I don't think so.

CRW TRIPS

Eighth Annual Bikers on Skis

February 16-19, 2001

Try your hand at gliding instead of rolling. This cross country skiing weekend at a comfortable B&B in the Northern White Mountains, features gourmet food and a hot tub to soothe aching muscles apres ski. We'll visit ski touring centers at Bretton Woods and the Balsams, and try some back country skiing in the Zealand Falls area. Skiers of all abilities welcome. Downhill skiers can join us and ski Bretton Woods. If there's no snow bring your hiking boots and/or mountain bike — we will not be stopped. The trip spans the three day President's Day weekend. Cost of \$200 for the weekend includes three nights lodging, three breakfasts, two dinners.

To register send the a check for the full amount made out to Charles River Wheelmen and a stamped self-addressed envelope or e-mail address by January 16 to:

Bikers on Skis - c/o Jack Donohue
26 Fox Run Road
Bedford, MA 01730-1104

Registration fee non-refundable after this date unless we can find someone to take your place.

For more information, you can contact the leaders:

Jack Donohue and Susan Grieb, (781) 275-3991 (before 9pm)
jdonohue@world.std.com

October Mileage Totals

1 8 2 7 8 2

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Melinda Lyon	13664	8	8	8	Debbie Kirchwey	3978	10	10	-	John Loring	538	1	-	-
Pamela Blalock	10277	8	5	8	Ed Hoffer	3938	3	-	-	Cynthia Zabin	448	-	-	-
John Bayley	9573	10	5	5	Joe Marcal	3521	3	-	-	Rosalie Blum	312	-	-	-
Jack Donohue	9010	-	-	5	Marc Baskin	3410	2	-	-	Jared Luxenberg	277	-	-	-
Mike Kerrigan	8646	8	5	4	Doug Cohen	3390	3	1	-	Jacob Allen	179	-	-	-
Irving Kurki	8254	8	7	3	Bill Widnall	3363	10	10	-	Katie Caplan	104	-	-	-
Bruce Ingle	7997	6	4	5	Dave VanAmeijden	2692	3	4	-	Tracy Ingle	94	-	-	-
Larry Dolinsky	7681	10	7	-	John Springfield	2465	-	2	1	Sara Luxenberg	74	-	-	-
Tod Rodger	7465	6	5	3	John Allen	1930	-	-	-					
Avram Baskin	6165	6	5	-	John Kane	1812	-	-	-					
Robin Schulman	5952	3	3	1	Susan Grieb	1726	-	-	-					
Peter Knox	5812	4	3	3	Harry Wolf	1479	-	-	-					
Ted Hamann	5392	-	-	-	Cynthia Snow	1447	1	-	-					
David Wean	4884	2	-	-	Elaine Stansfield	1384	2	-	-					
Joan Dolinsky	4801	10	-	-	Elisse Ghitelman	1287	-	-	-					
Dick Arsenault	4670	7	1	-	Jim Broughton	1193	-	-	-					
Glenn Ketterle	4587	1	-	-	Ed Trumbull	939	-	-	-					
Bob Sawyer	4536	1	-	-	Phyllis Mays	924	1	-	-					
Joe Repole	4470	10	10	-	Jeff Luxenberg	823	-	-	-					
Gabor Demjen	4406	5	3	-	George Caplan	813	-	-	-					

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.

Alaska Aids Vaccine Ride - continued from page 7

hicles designed for what looked like lunar travel to prize vegetables and farm animals. An interesting school exhibit explains many things about Alaska for example how the long summer daylight is responsible for their oversize vegetables and why it's so important for their economy to buy only "Alaskan Grown" produce.

At another exhibit, I chat to a photographer who is displaying some very impressive photographs of Alaskan scenery and wildlife. I'm particularly impressed by a close-up picture of a bear entitled "Too close for comfort". He eagerly explains how he found himself 15 ft or so from the large brown female bear bearing its teeth in aggression. Contrary to the reaction of most of us faced with such a situation, he put himself at risk in the name of a truly amazing photograph. His photographs of the Aurora Borealis are equally impressive. I ask when the best viewing time is to see this amazing light show. Having lived in the North of Scotland for 18 years and not seen them once, I was eager to correct this. So as instructed I set my alarm for 2 a.m. and at the appointed hour take a stroll around the campsite. Strangely enough, no-one else is around. The sky is clear and the stars seem larger than I'm used to. With no cloud cover, it has quickly cooled down - it's freezing cold. After 15 minutes and no Aurora Borealis I crawl back into the tent, content that I at least tried.

Day 6 - Palmer to Anchorage

The final day. With no overnight cloud cover, the temperature has plummeted to below freezing again. I brush a thin layer of ice off my bike seat. It's 6:30 a.m. and the sun has been up for an hour. The mountains however are in the way so the ride is cold for the first 2 hours. Today part of the ride is along Alaska Highway 1. We ride in the breakdown lane, separated from the traffic only by the rumble strip.

We take an exit ramp and cross back over the highway to the lunch

stop. Not of course without a very steep hill first. I keep lunch to a minimum, hungrier now for the finish line.

Finally, we turn off the highway onto a paved bike path that takes us into the back streets of Anchorage. In the distance are the tall glass buildings of Anchorage Center - the end of the ride.

We speed into the finishing area to the cheers of a waiting crowd of well-wishers, press, friends and families. Park the bike for the last time, check in for the last time, take some pictures and just savor standing here, 6 days and 510 miles later, finished.

Main St, Anchorage has been closed to traffic for our grand mass entrance to the Closing Ceremonies. The three beneficiaries, Dr. Irvin Chen of the UCLA AIDS Institute, Dr. David Ho of the Aaron Diamond AIDS Research Center and Dr. Rafi Ahmed of The Emory Vaccine Center express their sincere thanks and share their plans on how they will use the \$4.1m raised by the 1500 riders.

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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 *

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

*Contact Sharon Gowan, 617-489-5682 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 Sharon Gowan, 504 School St., Belmont, MA 02478

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 post-ride party/Special Events
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