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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 XXV, Number 2 · February, 2001

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## Rides Committee Takes Immediate Action on Pizza Party

Boston, MA. In response to increasing concerns about a possible economic downturn, the CRW Rides Committee voted yesterday to hold the Annual Ride Leaders Workshop and Pizza Party on Sunday, March 25 at 5 PM at the Hancock United Church at 1912 Massachusetts Avenue in Lexington Center. Exact details of the Workshop/Pizza Party will be

released at a later date, but the action is expected bring immediate stability to the financial markets and bolster the CRW Rides program. "We believe that the injection of free pizza into the cycloeconomic equation at this time will yield immense benefits during the summer ride season and the long term as well." stated CRW Head Economist Melvin Fritzer.

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### Just Thinking

Over the years many of our members have expressed an interest in riding the Tour of New England. When they learned that we did the whole tour in three days they decided against the ride. This year, if the membership shows enough interest, we have decided to run the tour twice. On Memorial Day Weekend, May 26 through May 28, we will run the 26th edition of the Tour of New England. We are planning the longer version from June 10 - June 17.

We will ride through the six New England states and stay at a different motel every night. The tentative plan is to stay one night in RI, two nights in MA, one night in Vermont and one night in NH. We will provide a sag wagon for the luggage. The cost of the trip will be figured on a double occupancy basis.

If you are interested or looking for more information please call Gerald Goode at (781) 843 6283 or e-mail him at Wsworked@aol.com.

### End to End Tour Slide Show

*Sunday, Feb 25 7:30PM*

Last June, seven New England riders - including several CRW members - rode the classic End to End tour from Land's End, Cornwall, to John O'Groats, Scotland, covering over 1,200 miles in 18 days. We planned our own route, starting with the CTC youth hostel route, and mostly stayed in hostels with some B&B/guesthouse nights. Charles Hansen will show his (carefully edited) slides from the tour and discuss the group's planning approach and tour experiences. E2E resource sheets will be provided for those who might want to plan their own tour; Charles is considering leading a small group tour in 2004 - for those who like to plan ahead!

Location: 28 Winchester Dr., Lexington, MA, 781-862-5971

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

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*(Reprinted from the February 1996 WheelPeople)*

### Helping New Riders

*by David B. Lewis*

Since I caught the group-riding bug earlier this spring, I've participated in several rides run by Bike Boston, the local BCOM chapter, and other local cycling groups. My enthusiasm keeps me going on these rides, but I see new riders become discouraged at always bringing up the rear and struggling up hills. There are a few easy ways to help, encourage, and welcome these new riders without patronizing. A little advice goes a long way. Before the ride starts I usually

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The Charles River Wheelmen is a group of active adult bicyclists which sponsors a year-round program to promote the enjoyment of cycling. During the regular season - early Spring to late Fall - at least two ride loops are available every Sunday, designed to be ridden at your own pace. The Sunday rides, are arrowed in advance, and maps or cue sheets are generally provided. There are also rides each Saturday and during the week. Our Winter rides program, The Second Season, is more informal; the route and pace are decided by those who show up. We also hold social events and related activities.



CRW members receive *WheelPeople*, the Club's newsletter. CRW is also an associated club of the League of American Bicyclists. Address correspondence to:

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

**BOARD OF DIRECTORS**

**Term Expires**

|                        |            |                |
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| Connie Farb .....      | 2003 ..... | (617) 497-0641 |
| Rich Fields .....      | 2002 ..... | (781) 646-4601 |
| Steve Kolek .....      | 2002 ..... | (781) 674-1090 |
| Tod Rodger .....       | 2003 ..... | (978) 456-8654 |
| Bob Sawyer .....       | 2001 ..... | (781) 275-6533 |
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| Bike Shop Program .....               | Ed Hoffer .....         | (617) 552-5126 |
| Special Events Coordinator .....      | Adele Ferreira .....    | (617) 628-8757 |
| Volunteer Committee Chair .....       | Linda Nelson .....      | (617) 964-5727 |
| Social Committee Chair .....          | Barbara Bix .....       | (617) 964-8193 |

**RIDE PROGRAM COORDINATORS**

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| Saturday Rides .....           | Connie Farb .....          | (617) 497-0641 |
|                                | Cheryl Young .....         | (617) 625-6362 |
| 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 |
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| 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 |

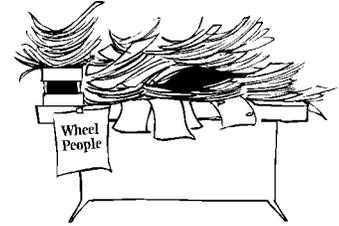
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**Editorial Policy**



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



January 2, 2001

**Membership:** 880 current members, 18 expired, 17 new, 12 renewals.

**New officers:** The new board was introduced. Barry Nelson was elected president and Bill Widnall was elected vice-president. Bill presided over the rest of the meeting as Barry was out of town. Jack Donohue "passed the plaid" to Bill to hold in trust for Barry. Dave VanAmeiden volunteered to be Information Coordinator; many thanks to Tom Lynch for years as such.

**Finance:** The treasurer's report showed a positive cash flow at the end of the year, and reflected expenses for new stationery, member cards, etc. without the 100% LAB affiliation designation. Website sponsor bills were issued in December. The budget to date indicated a balance close to the treasurer's actuals for the year. The final 2000 budget/actuals will be presented next month along with the 2001 budget as modified by the board. The new budget will be 55% of last year's because of the dues reduction.

**Government Relations:** State Rep Anne Paulson is filing a Cyclists' Bill of Rights and Responsibilities and a Safety Helmet Sales Tax Exemption; chances of enactment may be slim. Contact your local representative to push on these bills and federal government funding that is available but not applied for.

**Rides:** Still some open dates; Connie/Cheryl will start calling folks soon. We may have rail trail, mountain bike and T-accessible rides this year.

**Holiday Party:** Many thanks to Don Blake for making this very enjoyable event happen.

**LAB:** Jack will forward to Barry and Ken Hablow a draft giving notice to LAB of our non-100% affiliation status.

Respectfully submitted,  
Rosalie Blum  
Acting Secretary

Board meetings are held on the first Tuesday of each month at 7:30 in the Hancock United Church of Christ, 1912 Mass. Ave., Lexington Center.

*Helping New Riders - continued from page 1*

top off my tires. New riders often ride on soft tires through inexperience; many are also on mountain bikes or hybrids which need to maintain good tire pressure to keep up with road bikes. If I see someone looking around uncertainly at the beginning of the ride (particularly a rider without a pump) I offer to top off their tires. If someone is falling behind, suggest that he or she move forward to the head of the group at the next stopping point (perhaps at a stop light or at a break to check the map). At worst, the rider will drift back through the group without being separated from it; in the best turn of events, the novice rider will be protected from the wind by other riders and will be able to maintain the pace.

I notice many new riders stomping on the pedals as though their legs were pistons, particularly when going up hills; novices typically pedal at about 60 rpm rather than the more efficient 90 rpm or so. You can gently suggest gearing down and compensating by finding a faster cadence at which the pressure on the pedals can be maintained consistently. Toeclips are a cheap addition to a bike and help enormously.

The riders who arrive last at a rest-stop have the least time to rest but need it the most. If necessary, send out half the group first and follow up with the slower crowd.

Volunteer to sweep. By bringing up the rear, you have the perfect excuse to make sure that the riders at the tail end of the group are handling the ride well. New riders may not realize how much water is necessary, even on rides on days that are not that hot. I must admit that I haven't figured out a good way to be polite about ensuring that someone has enough to drink. Asking the group leader in advance to bring along extra water bottles and announce that they are available may be the best approach. There's not much you can do about a poorly-fitted bike, other than to suggest that the rider get checked for fit at a bike shop. We hope that, thanks to your encouragement and genteel assistance the new rider will be back and will grow stronger and more confident.

### WELCOME NEW MEMBERS

|                 |            |
|-----------------|------------|
| Ellen Hochman   | Brookline  |
| Michael Holley  | Framingham |
| Tony Kalinowski | Belmont    |
| Emily Levy      | Brookline  |
| Andy Thompson   | Natick     |
| Dave Waltz      | Waban      |

## Granite State Wheelmen Events

Here are some interesting trips sponsored by our sister club the Granite State Wheelmen ([www.GraniteStateWheelmen.org](http://www.GraniteStateWheelmen.org)):

Feb. 9-10, 2001, Ruth's Eighth Annual Family and Friends Weekend. Grey Fox Inn, Stowe, Vermont. For more information contact Ruth Robertson before 8 p.m. at (603) 625-8039 or email at [ruthier@earthlink.net](mailto:ruthier@earthlink.net).

Feb. 9-11, 2001, 8th Annual Craftsbury Vermont X-C Ski and Snowshoe Weekend. Hilary and Jeffrey Warner, (603) 226-4894 or [Jeflary@rcn.com](mailto:Jeflary@rcn.com). [This weekend activity is FULL, but please call if you wish to have your name on a waiting list.]

Feb. 16-19, 2001, Presidents' Day Weekend Cross-Country or Downhill at Sunapee. Stay at

an affordable B & B and ski the nordic or alpine trails of the Sunapee region. For more information, call Marguerite Orazi at (603) 894-7294 or [mjorazi@aol.com](mailto:mjorazi@aol.com).

## 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>



February 2001

## Recurring Rides Calendar

*These rides are held every week unless indicated*

### Wednesday Wheelers

Times: 10:00 AM

**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.

**Routes:** Distance varies, follow the leader, no cue sheet

**Start:** Location Varies

**Directions:** For more information, including the next ride start location, call the ride coordinator Bill Widnall [BillWidnall@ibm.net] at 781-862-2846 day or early evening.

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

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

Times: 8:30 SHARP!

**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.

**Routes:** Arrowed routes of 19, 28 & 42 miles. Cue sheet available.

**Leaders:** Dave McElwaine [McElwaineD@aol.com] (781-821-8643) or Mark Dionne [mdionne@mediaone.net] (617-965-5558)

**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.

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## Fall Cycling in New England by Krehe Ritter

*(Ed: Jerry Green sent in this article that first appeared in the newsletter of the Grizzly Peak Cyclists, a Berkeley, CA club)*

During the last two weeks of October Kathy & I visited her parents in Littleton, Massachusetts, a town about 40 miles northwest of Boston. I decided to take advantage of one of the Club's bike carriers and packed up my bike for the flight east. I phoned the airline beforehand to inquire about size and weight restrictions on luggage and was told that the only restriction was a limit of 62" for luggage. As the bike case measured only 45" in length, I thought it would be ok, and it indeed was going from Oakland to Boston. Coming back, it was a different story. I had been warned not to admit that the case contained a bicycle, as the airline would then charge me extra, so I said that the case contained "display material", and it was accepted after a lot of hassle.

Upon arrival at Kathy's parents' home, we encountered two days of rain, and I wondered whether all the effort schlepping the bike around Logan Airport had been wasted, but then the weather turned unseasonably warm for the next week and a half. I went on several tentative sorties around the Littleton area to try to get a feel for riding in Massachusetts. We were lucky to have arrived right at the height of the fall colors, and they were truly awesome - every color from bright scarlet, flaming orange, yellows, purples abounded, especially when back-lit by the sun. The sides of the roads were carpeted with leaves. New England has a much larger variety of trees than we have in California; most are deciduous, though there are also quite a few species of conifers. Although the east is rather thickly settled, one does not get the feeling of suburban sprawl as we have here, and what there is of it is hidden by the trees that are growing everywhere.

Bicycling in New England takes some getting used to. There are no such thing as unincorporated areas in all of New England. Every square inch is included in some town or other, although a large part of many of the towns

are more-or-less rural. At first, the only maps I could find were either the AAA map of Massachusetts, Rhode Island, and Connecticut combined or else an atlas of the towns of Eastern Massachusetts which had one town per page and not showing any of the adjacent towns on the same page. For this you have to thumb through the atlas to find any adjacent towns you are looking for. This made it difficult to plan a bike trip of any length as most towns are only a couple miles across, so that a reasonable length bike trip usually involves at least a half-dozen towns or so.

I finally found a bicycle-oriented map of Eastern Massachusetts showing recommended routes for cyclists. This was useful for overall planning, but it lacked detail, and details are essential in New England. For one thing, about three-quarters of the road signs are missing. One frustrating thing is that the main roads have signs which tell you what the side roads are, but they hardly ever tell you what the road is that you are on! I suppose they assume that if you are on a main road you must know what it is. Another thing is that the layout of roads resembles a windshield at which someone has thrown a large rock. They radiate out and cross in all sorts of random directions. They often abruptly change name every so often without warning, or a large road will turn abruptly, becoming inconspicuous, while its logical continuation will be a road with a different name - all unsigned, of course! I did catch onto one curious custom right away. If you are in, say Groton, heading for Tyngsboro, the road may be named "Tyngsboro Road". As soon as you cross over into Tyngsboro the road becomes "Groton Road". It almost seemed that I was spending as much time navigating as I was riding. This problem was compounded by the fact that when I am in the East, my normally good sense of direction becomes almost totally disoriented. Maybe it's due to the change of magnetic declination east of the Mississippi or something. At any rate, although I have

*Fall Cycling - Continued on next page*



# February 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.

## Larz Anderson without the Snow

February 4 - Sunday

Time: 10:30

Ride Type: Winter ride with partial, faint arrows and a cue sheet

Leader: Eric Ferioli (781-235-4762)

Start: Putterham Circle Golf Course parking lot, Brookline

Directions: From Rt. 128 take Rt. 9 East for about 3 miles. Just as the Chestnut Hill Mall passes on your left, exit right onto Hammond Pond Parkway. Go South through the next traffic light and take the third exit from the rotary on to Newton Street going east. Immediately after the rotary turn left into the parking lot at the Putterham Meadows public golf course.

Highlights: Visits Larz Anderson Park, Brookline, West Roxbury, Dedham, Needham, and Newton on mostly quiet secondary roads.

## Brookling Bubble

February 11 - Sunday

Time: 10:30

Ride Type: Map and/or Cue Sheet

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: Recycled GEAR ride. Approximately 21 and 29 miles.

## Bruce's Birthday Ride

February 18 - Sunday

Time: 10:30

Leader: Bruce Ingle (508-877-1045 - please don't call after 8 PM; [ingle@gis.net](mailto:ingle@gis.net))

Highlights: The short ride is 20 miles and 1160 feet of climbing through Framingham, Sherborn, Holliston, Hopkington, and Ashland. The long ride is 35 miles with 2010 of climbing and adds Millis and Medway. Post Ride party at Bruce's house.

Start: Framingham Center Green at Edgell Rd. and Rt. 9

Directions: From the east: take Rt. 9 west. Approximately 1 mile past junction of Rts. 9 and 126 bear right at the Staples/Walgreens plaza. Take a right at first traffic light onto Edgell Rd. The green is on your left. From the west: take Rt. 9 east. Approximately 2 1/2 miles past the Sheraton Tara Hotel bear right at Framingham State College exit. Take a left at first traffic light onto Edgell Rd and cross over Rt. 9. The Green is on your left.

## Bare Natick

February 25 - 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.

*Fall Cycling - continued from previous page*

an innate feel for where north is when I am in the West, I don't in the East. I have to use the time of day and the direction of the sun to orient myself.

Automobile driving is very different in the East. Drivers are much more civilized on the freeways than they are here (although they don't call them "freeways" there; they are called "routes"). I seldom saw anyone driving faster than 65, and there was a lot less tailgating and aggressive lane-changing. Drivers in the East, however, seem less skilled than they are in California. For instance they haven't grasped the concept of how to enter a freeway from an onramp. They often creep onto the freeway at 30 MPH and are frequently oblivious to what other cars are doing - very dangerous.

Although the maps were frustrating, the people were very friendly to me and offered lots of advice on directions and suggested interesting routes. In talking to them I had the impression that the Massachusetts alphabet must have only 25 letters as there appears to be no "R" in the dialect, although I've heard that in the South Cape they sometimes use a pleonastic "R" on the ends of some words that end in vowels, e.g. "Cuber" for Cuba and "Idear" for Idea. Some of the residents were rather amused in my

pronunciation of some of their towns' names. How would you pronounce "Leominster", "Worcester", "Gloucester", or "Billerica"? It's "Lem'en ster", "Wuss'ter", "Gloss'ter" & "Bill er ik' a".

Besides a number of bike rides in the Littleton area I did manage a couple of 50-60 mile rides, one from a suburb of Boston up to New Hampshire and then down to Littleton. I must have ridden through about 15 towns or so. A ride of 50 miles might involve only 1,500-1,600 feet of climbing, so that it was easy to average more than 18 MPH. Toward the end of my stay I had hoped to ride out to visit friends in Western Massachusetts and some others in Rhode Island, but the weather deteriorated, so I had to postpone these rides for another trip.

During the entire two weeks I was in Massachusetts I saw no broken glass on the road at all, and consequently I had no flats the entire time. I suspect that this is due to the strong bottle bills in the New England states. A deposit of 5 cents is required on all bottles, and their return is strongly encouraged. Cycling organizations in California should try to get a decent bottle bill passed here. It would sure save a lot of flats!

# Riding In the Footsteps of Lewis & Clark - Part II

by **Tod Rodger**



In late October, 1804, a month after their unpleasant and dangerous encounter with the Teton Sioux Indians, Lewis and Clark came upon a series of Mandan Indian villages near present day Washburn, North Dakota. There were about 4,000 Indians living in densely populated villages, farming the immediate area, and hunting buffalo over the nearby plains. Fort Mandan was significant not only because it was their stopping place for the winter; it was also the farthest point on the Missouri River

known to white traders. From here to Oregon was unknown.

Washburn has two very good visitor attractions today—a full size replica of Fort Mandan next to the river and a new Lewis and Clark Interpretive Center. The display of a dugout canoe made by local volunteers describes many of their challenges and really increases your understanding and appreciation of this work. Trying on the cradleboard that Sacagawea carried for 3,000 miles will also increase your respect for this amazing woman.

Across much of Montana there are no roads near the Missouri, so the Trail follows Route 2—known as “the Hi-Line,” the northernmost railroad across the United States. The road rejoins the river near Fort Benton—another ideal place to spend a night. For many years the head of navigation on the Missouri, it is now small enough to walk around and big enough to have everything you need. This is an excellent place to take a rest from the bike and take a one day (or multi-day) canoe excursion on the river. Much of this wilderness stretch of the river is just like it was when Lewis and Clark passed by; eagles, heron, and other birds are plentiful.

Although the Mandans had warned Lewis and Clark about a waterfall and a half-day portage, Lewis discovered five large waterfalls and many rapids on a river hemmed in by canyon walls for twelve miles through what is now Great Falls, Montana. It eventually took them a full month to drag their canoes and equipment over rough and hilly land to avoid the falls. This must have dealt a hard blow to their dream of a navigable route to the Pacific Ocean, but they had bigger problems. It was now the middle of July, summer was moving on quickly, and the snow capped “rocky mountains” were still far away on the horizon.

Great Falls today is a city of 60,000. Even though the falls have long since been converted to dams to provide both electricity and flood con-

trol, you can still get a sense of how intimidating they must have been. The six-mile River’s Edge Bicycle Trail provides great views of the river, dams, and daunting canyon walls that contain the river.

Many areas are gearing up for the Lewis and Clark Bicentennial in 2004, and Great Falls is the home of the Lewis & Clark Trail Heritage Foundation and a new Interpretive Center. The displays provide a good overview of the entire journey of the Corps of Discovery.

We passed through Dillon, MT, with its population of 5,000 and pushed up river to the Horse Prairie Hilton in the town of Grant. The Almanac says Grant has a population of 35, but it looked more like 6 to us—4 of whom manage the old stage stop as a B&B. The silence and vastness of “Big Sky Country,” the clarity of the air, and millions of stars were overwhelming—from the hot tub on the back deck.

Next morning we headed west towards the mountains and climbed 2,000 feet on a dirt road to reach the Continental Divide at Lemhi Pass.

We gazed west from the summit of Lemhi Pass and tried to imagine what Lewis thought when he saw all those mountains ahead of him, and it was almost September. They had come to believe totally in the common wisdom of the day: that they would see a long gently sloping plain and a river leading to the Pacific Ocean. It turned out to be another four weeks of bitter cold and snow on rocky trails over Lost Trail Pass and Lolo Pass.

Although the Lemhi River flows into the Salmon, which flows into the Snake and then the Columbia, the problem was that the Salmon—also known as the “River of No Return”—was not considered “navigable.” After scouting the river for several days, Lewis and Clark reluctantly abandoned the idea and hired a Shoshoni guide to lead them over the mountain route used by the Indians.

We rode down the spectacular Salmon River Canyon and spent a night in a rustic cabin in the old gold mining town of Shoup. A day of white-water-rafting here will demonstrate why this area is so popular today, but it’s hard to imagine descending this river in crude dugout canoes when your lives literally depend on it.

From North Fork there is a 3,500-foot climb over Lost Trail Pass, and then a great ride down to Sula. Part way down is Lost Trail Hot Springs Resort, with funky cabins, a restaurant, and hot-spring pools. A few miles beyond Sula is a beautiful Forest Service campground with a grassy spot on the river reserved for cyclists.

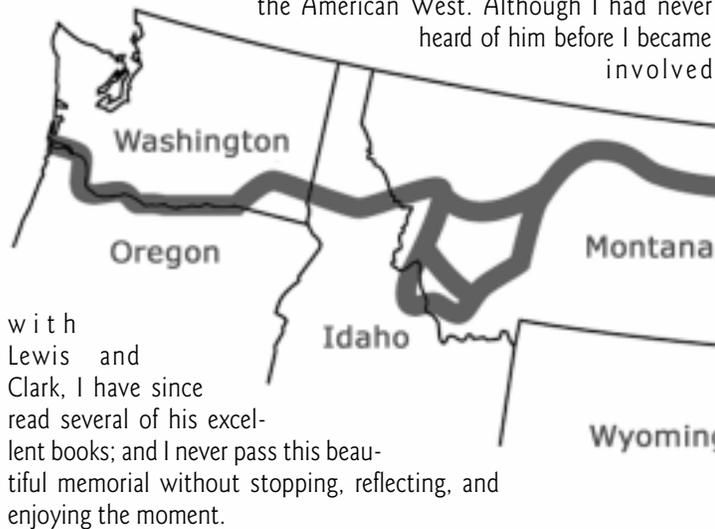
The twelve days over the Bitterroots in an early September blizzard was the most difficult part of the trip for Lewis and Clark. Their guide lost his way, there was no game for food, and they were reduced to eating their



*Below Lemhi Pass at the continental divide, Tod “exultingly stood with a foot on each side of this little rivulet and thanked his god that he had lived to bestride the mighty & heretofore deemed endless Missouri.” (August 12, 1805, Meriwether Lewis)*

candles and killing two horses for nourishment. This is still a huge wilderness area. The first dirt road was not built across the mountains until the 1930s, and the paved road along the river was not completed until 1962.

Today the 2,000-foot climb to Lolo Pass is relatively easy-as mountain passes go-and the 77-mile ride down (pure down!) the Lochsa River is spectacular. DeVoto Grove has a short trail through a magnificent stand of cedars next to the raging river; it honors the great Harvard historian of the American West. Although I had never heard of him before I became involved



Lewiston, Idaho, where the Clearwater River joins the Snake River, is the gateway to Hell's Canyon. The Snake cuts the deepest gorge in the United States (deeper than the Grand Canyon) along the Idaho-Oregon border for 70 miles. Although it is possible to drive around its edges for several hundred miles and catch glimpses of its majesty, or hike some of the 1,000 miles of wilderness trails, the best way for cyclists to experience it is on a 1-2 day jet boat trip or a 1-6 day raft trip.

The Palouse area of eastern Washington is surprisingly hilly. These are fertile loess hills (like we found in Iowa) that produce 10% of the nation's wheat, as well as vegetables and fruit. Dayton is a delightful small town with several B&Bs and the excellent Patit Creek restaurant.

The final 300 miles of our route followed the Columbia River on alternating sides. The dams have changed this river dramatically during the last century-taking out all the rapids and replacing them with a series of lakes and locks. It's fun to visit a dam, watch the fish struggling up the fish ladders, tour a massive power plant, and watch the barges pass through the lock.

Just west of Biggs Junction, OR, there is a small sign indicating a section of the Oregon Trail parallel to the frontage road. Because this area is too rugged for farming or commercial development, you can still see the ruts of the original trail as it struggles along the river. Below The Dalles, the cliffs on both sides of the river forced the Oregon Trail to head inland over the shoulder of Mt. Hood. Pioneers had the difficult choice of taking this Barlow Toll Road or loading their wagons on barges and rafting through the dangerous rapids.

Below The Dalles we followed the Historic Columbia River Highway as it snakes along the cliffs above the river. This road was originally completed in 1922 as a scenic road for the growing number of tourists with automobiles. In the 1960s the interstate was built along the river-often on filled land. The old road was abandoned, and tunnels were filled in. In recent years sections of the old road have been restored and reopened. There are spectacular stretches past many waterfalls, over Rowena Crest

and Crown Point, and the brand new section open only to bicycles and pedestrians through the Mosier Twin Tunnels.

Although Portland is a big city, it's been recognized for being friendly to bicyclists-if you know your way around! Get the Bike There map from Metro Regional Services ([www.metro-region.org](http://www.metro-region.org)) if you intend to ride there. We skirted around Portland through the much smaller and more manageable Vancouver, Washington, across the river. Crossing the river twice on interstate highway bridges with bike paths provides a glimpse of what good highway planning can produce. Portland Airport is very near the I-205 bridge on our route, if you want to fly home from here.

We proceeded along the Oregon side of the river and walked across the high Lewis and Clark Bridge into Longview-a planned town built for the Long-Bell lumber products company. Beyond Longview traffic is very light on the Washington side. Cathlamet is a cute little town on the river, but we continued a few more miles to Skamokawa, where we splurged on a B&B looking out over a creek to the main river. We spent a calm cloudy afternoon exploring around some of the islands in kayaks, watching many osprey and other birds, and finally sitting in our cozy room in the beautiful fog and drizzle, watching huge ships glide by in the main channel.

Back to Cathlamet, a 15-minute ferry ride over to Westport, and the final 30 miles to Astoria at the end of the Trail. This is a great place to spend a few days to savor your accomplishment. There are several B&Bs and motels in town, camping out by the beach, and several interesting restaurants-like the Home Spirit Bakery, the Columbian Café, and the Rio Café.

Six miles from downtown, the National Park Service operates a fun and informative visitor center at Fort Clatsop, where the Corps of Discovery spent the winter of 1805-1806. Ten miles farther south is today's resort town of Seaside, where they made salt for their return trip. These visits can be combined with a ride farther down the spectacular Oregon coast to make a circle back to Portland, especially if you're making connections with public transportation back in Portland.

Another alternative route back to Portland is to cross the daunting four-mile Astoria Bridge, visit the Lewis & Clark Interpretive Center in Ilwaco (and maybe the beaches beyond), and then ride back along the Washington side to Skamokawa reconnect with our route. Although this alternate route does not touch the river until Skamokawa, traffic is light on a pleasant road through rolling forests.

*Tod Rodger - [tod@deerfootpublications.com](mailto:tod@deerfootpublications.com)  
Bicycle Guide to the Lewis and Clark Trail.*

*Visit [www.deerfootpublications.com](http://www.deerfootpublications.com) for more information on both the tour and the book.*

# Little Jack's Corner - by Jack Donohue



I'm starting to unravel. Actually, my winter cycling gear is starting to unravel. My vest, for example. My vest is the linchpin of my winter ensemble. I stuff various layers under it based on temperature, but it is the last line of defense against the cold. It's just a shell, no insulation, just a little bit of mesh inside, but it's perfect for wind protection and ventilation.

I'm not real sure when I got the vest initially. Maybe ten, fifteen years ago. It was actually a Bill Rodger's running vest obtained from a store going out of business. Susan got two for me, a silver one, which I use for commuting and a red and gray striped one that looks kind of like a barber pole, that I use on weekends. I'd used the silver one for many years when the first problem arose — the zipper tab fell off. But being a clever and resourceful fellow I fashioned a replacement out of a paper clip, and I was in business again. Actually, the paper clip worked better than the original tab, easier to grab.

But now, it seems the entire zipper has worn out. I should have guessed the end was near when I found it was really easy to undo the zipper, didn't even have to use the paper clip, just pull on the sides. Then one day I noticed after zipping up that the sides were attached in exactly two places, the bottom and where the zipper was. The rest was disconnected,

exposing my soft underbelly. I found experimentally that if you were careful when you zipped it up, you could actually keep the two sides together. There were several moments when it didn't seem to want to zip, but I always managed to get it together somehow. Then one morning, it was clear it had zipped its last. After several abortive attempts at zipping it up, I decided it needed to be retired.

So I tried using my nifty Ride Magazine windbreaker instead. This just didn't do the job. It had mesh holes in the side, so I was cold until I warmed up, then since I was hermetically sealed by the jacket except for the holes I was too hot and sweaty when I reached cruising temperature. But there is a happy ending. I found some velcro and was able to put this on the old vest and use it instead of the zipper.

Then there are my mittens. In their first life, they were a pair of nylon mittens from Sears Roebuck. The nylon on the palm quickly wore out, but I managed to replace it with some suede leather I had from an old jerkin (don't ask). This was far superior to the original, and was my mainstay in really cold weather. I just noticed that the suede on the right palm (my shifting hand) had pretty much eroded, and the insulation as well, forming an incipient hole (another reason to ride a fixed gear, no shifting required). I was thinking I could patch it up with duct tape, though it would have been better to do a duct tape reinforcement before it had eaten through. What's that old adage, "a duct tape in time saves nine."

## December Mileage Totals

|   |   |   |   |   |   |
|---|---|---|---|---|---|
| 2 | 6 | 2 | 3 | 6 | 3 |
|---|---|---|---|---|---|

| Name            | Miles | M  | C  | K | Name              | Miles | M  | C  | K | Name            | Miles | M | C | K |
|-----------------|-------|----|----|---|-------------------|-------|----|----|---|-----------------|-------|---|---|---|
| Melinda Lyon    | 15088 | 8  | 9  | 8 | Ed Hoffer         | 4485  | 3  | -  | - | Ed Trumbull     | 1001  | - | - | - |
| Pamela Blalock  | 11503 | 10 | 5  | 3 | Dave Jordan       | 4429  | -  | -  | - | Phyllis Mays    | 945   | - | - | - |
| Jack Donohue    | 10626 | -  | -  | 5 | Gerald Goode      | 4357  | -  | -  | - | George Caplan   | 813   | - | - | - |
| John Bayley     | 10503 | 10 | 5  | 5 | Ken Hablow        | 4296  | 6  | 2  | - | John Loring     | 565   | 1 | - | - |
| Irving Kurki    | 9009  | 10 | 7  | 3 | Joe Marcal        | 4141  | 3  | -  | - | Jamie King      | 521   | - | - | - |
| Mike Kerrigan   | 8898  | 8  | 5  | 4 | Bill Widnall      | 3906  | 12 | 12 | - | Cynthia Zabin   | 515   | - | - | - |
| Paul Corriveau  | 8880  | 8  | 6  | 4 | Kitty Farago      | 3792  | -  | -  | - | Jim Merrick     | 354   | - | - | - |
| Bruce Ingle     | 8769  | 6  | 4  | 5 | Doug Cohen        | 3695  | 3  | 1  | - | Rosalie Blum    | 327   | - | - | - |
| Larry Dolinsky  | 8087  | 11 | 8  | - | Marc Baskin       | 3639  | 2  | -  | - | Jared Luxenberg | 317   | - | - | - |
| Tod Rodger      | 8078  | 6  | 5  | 3 | Suzanne Brazeau   | 3560  | 6  | 1  | - | Jacob Allen     | 179   | - | - | - |
| Jean Orser      | 8035  | 8  | 5  | 3 | Bill Hanson       | 3000  | 2  | -  | - | Katie Caplan    | 104   | - | - | - |
| Jerry Campbell  | 7058  | -  | -  | - | Ken Hjulstrom     | 2700  | -  | -  | - | Tracy Ingle     | 94    | - | - | - |
| Robin Schulman  | 7005  | 3  | 3  | 1 | Dave VanAmeijden  | 2692  | 6  | 4  | - | Sara Luxenberg  | 74    | - | - | - |
| Avram Baskin    | 6850  | 6  | 5  | - | John Springfield  | 2465  | 2  | 1  | - |                 |       |   |   |   |
| Peter Knox      | 6513  | 5  | 3  | 3 | Jim Goldman       | 2422  | 2  | -  | - |                 |       |   |   |   |
| David Wean      | 5723  | 3  | -  | - | John Allen        | 2160  | -  | -  | - |                 |       |   |   |   |
| Ted Hamann      | 5711  | -  | -  | - | Susan Grieb       | 2020  | -  | -  | - |                 |       |   |   |   |
| Glenn Ketterle  | 5321  | 1  | -  | - | John Kane         | 1976  | -  | -  | - |                 |       |   |   |   |
| Joe Repole      | 5319  | 12 | 12 | - | Mike Hanauer      | 1899  | -  | -  | - |                 |       |   |   |   |
| Joan Dolinsky   | 5311  | 11 | -  | - | Cynthia Snow      | 1640  | 1  | -  | - |                 |       |   |   |   |
| Dick Arsenaunt  | 5105  | 7  | 1  | - | Harry Wolf        | 1599  | -  | -  | - |                 |       |   |   |   |
| Bob Sawyer      | 5060  | 1  | -  | - | Elaine Stansfield | 1491  | 2  | -  | - |                 |       |   |   |   |
| Debbie Kirchwey | 5016  | 12 | 12 | - | Elisse Ghitelman  | 1348  | -  | -  | - |                 |       |   |   |   |
| Peter Brooks    | 4527  | 8  | 3  | - | Jim Broughton     | 1327  | -  | -  | - |                 |       |   |   |   |
| Gabor Demjen    | 4511  | 5  | 3  | - | Jeff Luxenberg    | 1009  | -  | -  | - |                 |       |   |   |   |

### 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.

## Hanging In Honor Roll for 2000

*To qualify, you must have sent in your mileage continuously for the last five years or more.*

| Name           | Years | Average | Total  | Name              | Years | Average | Total | Name             | Years | Average | Total            |
|----------------|-------|---------|--------|-------------------|-------|---------|-------|------------------|-------|---------|------------------|
| Melinda Lyon   | 16    | 15532   | 248517 | Peter Knox        | 9     | 8561    | 77048 | Elise Ghitelman  | 13    | 2523    | 32793            |
| Jack Donohue   | 19    | 10222   | 194213 | Joseph Repole     | 15    | 4851    | 72771 | Susan Grieb      | 15    | 2177    | 32658            |
| Jim Merrick    | 15    | 7910    | 118654 | Bob Sawyer        | 14    | 5170    | 72382 | Joe Marcal       | 7     | 3746    | 26225            |
| Jerry Campbell | 15    | 7901    | 118516 | Mike Kerrigan     | 7     | 10899   | 76292 | George Caplan    | 19    | 1341    | 25477            |
| Ed Trumbull    | 21    | 5148    | 108110 | Jim Broughton     | 19    | 3390    | 64409 | Irving Kurki     | 6     | 5216    | 31293            |
| John Bayley    | 7     | 14779   | 103452 | Bruce Ingle       | 6     | 11776   | 70655 | Doug Cohen       | 6     | 4153    | 24918            |
| Jamie King     | 17    | 5050    | 85855  | Michael Hanauer   | 19    | 3266    | 62057 | John Springfield | 21    | 1090    | 22888            |
| Pamela Blalock | 9     | 10534   | 94810  | Edward Hoffer     | 11    | 5195    | 57140 | Jim Goldman      | 6     | 3093    | 18557            |
| Paul Corriveau | 10    | 9136    | 91357  | Kenneth Hjulstrom | 14    | 3923    | 54928 | Harry Wolf       | 7     | 2504    | 17526            |
| Robin Schulman | 13    | 6840    | 88924  | Jean Orser        | 6     | 9792    | 58749 | Rosalie Blum     | 20    | 579     | 11572            |
| Gerald Goode   | 10    | 8522    | 85219  | Peter Brooks      | 9     | 5293    | 47638 | John Loring      | 7     | 1342    | 9393             |
| David Jordan   | 11    | 7595    | 83550  | Kitty Farago      | 9     | 5079    | 45713 | Tracy Ingle      | 6     | 998     | 5986             |
| Glenn Ketterle | 13    | 6272    | 81531  | Jeff Luxenberg    | 20    | 2139    | 42785 | Jared Luxenberg  | 14    | 359     | 5032             |
| Ken Hablow     | 10    | 7574    | 75744  | John Kane         | 21    | 2029    | 42618 | Jacob Allen      | 8     | 378     | 3021             |
|                |       |         |        | John Allen        | 13    | 3178    | 41319 | Sara Luxenberg   | 8     | 306     | 2445             |
|                |       |         |        |                   |       |         |       | <b>TOTAL</b>     |       |         | <b>2,734,740</b> |

### Poetry in Motion

Partaker in my happiest mood,  
 Companion of my solitude,  
 Refuge when gloomy thoughts intrude,  
 My bicycle to you I sing!  
 With you no cares my brain oppress,  
 I laugh at fortune's fickleness;  
 No other sports your charm possess,  
 Nor match for me the joy you bring.  
*(The Cycling Magazine, October 1896)*

### For Sale:

Jacob Allen keeps growing, and these are free to a good home:  
 Heads and Tails Lycra shorts, size 6-7, good condition, fits 5-7 year old (stretches). Schnaubelt cycling jersey, fits 4-6 year old (stretches), giraffe pattern, snazzy looking.  
 Puma bicycle touring shoes, unused, Euro size 36 (7/8 year old) (Jacob cycles in his street shoes).  
 Puma bicycle racing shoes, unused, also Euro size 36 — wooden soles,  
 Pavarin cleats included — for the serious midget racer!  
 Call John, Elisse or Jacob at 781 891-9307 or email jsallen@bikexpert.com

## WheelPeople History

### Five Years Ago

Fixed gears take center stage with articles by Sheldon Brown and Bob Sawyer. Phillip Stern describes his close brushes with death in "Commuting in a Winter Wonderland." "Commuter Chronicles" describes navigating a bike in snow.

### Ten Years Ago

Rick Moore gives a slide show on his "Assault on Mount Mitchell." Charles Hansen and Dana Chandler host a slide show on their European bicycle tour. James Brooks describes his futile attempts at "Quitting Bicycling."

### Twenty Five Years Ago

This month's meeting features noted exercise physiologist, BU Prof. Howard Knuttgen talking about that most extraordinary of machines, our bodies. John Vanderpoel finished his series about his 1363 mile, 14 day trip from So. Carolina, including a description of one day's ride across western Conn. and Mass., "My Sunday mileage was a short 76." Sheldon Brown discusses bike maintenance at the monthly meeting. Erv Pfau becomes the CRW president. Dick Talbot writes an in-depth article for "Wheelpeople" on the long distance trip for those cyclists inclined to test the limits of their cycling capability. This month's meeting featured Jim Berger who spoke about hybrid gearing, i.e. using both internal geared hubs and derailleurs. Jim has been building bikes to this design. Late in the month saw

John Springfield lead a Saturday double metric ride. The next day Keith French led a Sunday ride featured in his book, "Greater Boston Bike Guide." There was discussion about the CRW sponsoring a three day ride passing through all six New England states but the idea was scrapped as being too difficult except by unusually strong cyclists. The Tour of New England had to wait a few years.

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351 Broadway, Cambridge (617) 868-3392

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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, 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 bicyclist-related companies the use of our membership list.

Check this box if you don't want to receive mailings from these companies.

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

| CRW Membership Fees | 1 year | 2 years | 3 years |
|---------------------|--------|---------|---------|
| Individual          | \$20   | \$38    | \$55    |
| Household           | \$25   | \$48    | \$70    |

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

**Make check or money order payable to Charles River Wheelmen and send completed form and membership fees to Sharon Gowan, 504 School St., Belmont, MA 02478**

I'd like to help with the activities checked below. Please have someone contact me:

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Ride Leader           | <input type="checkbox"/> Publicity      | <input type="checkbox"/> Legislative Action |
| <input type="checkbox"/> Safety                | <input type="checkbox"/> Membership     | <input type="checkbox"/> Newsletter         |
| <input type="checkbox"/> Host a postride party | <input type="checkbox"/> Special Events |   |
| <input type="checkbox"/> 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:  
Sharon Gowan, 504 School Street, Belmont, MA 02478

