


Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXV, Number 11 • November, 2001

Annual Banquet and Awards Presentation

The annual CRW banquet will be held on Thursday, November 8 at the Yangtze River restaurant in Lexington. We will have a full menu including several vegetarian dishes. Dinner will be served at 7:00 sharp. Arrive between 6:00 and 6:30 for cocktails, appetizers, and socializing. The Yangtze River Restaurant is located in De-

pot Square off Massachusetts Avenue in Lexington Center. The cost for the banquet is \$15 per person, children nine and under are half price. Please send your reservations by November 2 with your check to Don Blake, One Gleason Road, Bedford MA 01730. The cost for reservations received after November 2 will be \$20.

Annual Holiday Party

Our Christmas season party will be held from 6 to 11 PM on Friday, December 14 at St. Paul's Episcopal Church, 100 Pine Hill Road, Bedford. From route 128 take the 4/225 exit west through Bedford Center. Where 62 and 4/225 split, turn right onto 4/225. At the next split just ahead, stay to the right on route 4. Pine Hill Road is about 3/4 mile ahead on the right. The church is near the top of the hill on the right.

The 2002 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 deco-

rations and, of course, cleanup. Last year's pot luck format produced many delectable treats. Here's your chance to unmask yourself as successor to Julia Child! Bring food based on the starting letter in your last name from the following categories:

A-L: Appetizers & Salads
M-S: Main Courses
T-Z: Desserts

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.

Bikers with Berets

Come join your CRW friends on Sunday November 11 for the viewing of a little known, but very enjoyable cycling film, "Two Seconds." "Two Seconds" is a French-Canadian film (mostly in French with sub-titles) from Quebecois writer and director Manon Briand. It is about a downhill bike racer who returns to Montreal and takes a job as a bicycle courier. It is a very funny film that every cyclist can relate to.

Bikers with Berets - Continued on page 7

Fall Century Report

by Melinda Lyon, Century Committee Chair

The CRW fall century riders were welcomed by a day of sun and a short respite from the previous week's news onslaught of the sad and horrible events of the terrorist attacks on the USA. I am sure everyone rode with a somewhat heavy heart over the losses in New York City, Washington, and Pennsylvania.

150 riders began the 100 mile ride in very chilly conditions but the sun and increasingly hilly terrain warmed everyone up. 200 more riders started the later ride options of 25, 50, or 62 miles. All were rewarded with a collectors edition 1998 CRW-GEAR T-shirt or a rare CRW water

Fall Century Report - Continued on page 7

All A-Board

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

Any club member is eligible to apply for the post. To run for a board position, send a statement of candidacy to Wheelpeople, c/o Jack Donohue

All A-Board - Continued on page 7

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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

Don Blake	2003	(781) 275-7878
Rosalie Blum	2001	(781) 272-7785
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
Ann-Marie Starck	2002	(508) 877-0178
Bill Widnall	2001	(781) 862-2846

OFFICERS AND COORDINATORS

President	Barry Nelson	(617) 964-5727
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Volunteer Committee Chair	Linda Nelson	(617) 964-5727
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RIDE PROGRAM COORDINATORS

Vice President of Rides	Jim Sullivan	(781) 245-1772
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
Wednesday Fitness and Masters Ride	Dave McElwaine	(781) 821-8643
Wednesday Wheelers	Dick Arsenaault	(781) 272-1771
Wednesday Ice Cream Ride	Gabor Demjen	(781) 237-0602
	Eric Evans	(617) 527-0517
Thursday Fitness Rides	Peter Mason	(781) 646-5106
Friday Rides	Steve and Kate Mashl	(978) 244-0286
Saturday Fitness Rides	Dave McElwaine	(781) 821-8643
	Mark Dionne	(617) 965-5558
Sunday Fitness Rides	Carl Howerton	(781) 837-9777

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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. 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

In Attendance: Barry Nelson, Don Blake, Rosalie Blum, Jim Sullivan, Tod Rodger, Jack Donohue, Connie Farb, Anne Marie Starck, George Eckert, Bob Sawyer, Gary Smiley, Rich Fields, Marty Weinstock, Bill Widnall, Cindy Sragg



The meeting commenced at 7:30 p.m.

Membership: 955 active memberships, 1145 members, 41 expired members, 52 new members, 58 renewals.

Treasurer's Report (Don Blake): We have a healthy balance. Inflow of cash good this month due to Fall Century. (Don had no financial details on century yet, Melinda Lyon will submit a recap of century.)

We stopped to make introductions all around since Gary Smiley, CRW's new Webmaster, was attending his first board meeting.

Finances: Report prepared by Michael Fisher was reviewed. It was noted that George Eckert's partial reimbursement for attending the cycling advocacy trip in Washington D.C. a few months back was put as a line item under "philanthropy" which didn't seem to reflect the nature of the money being paid out. We should probably have a category of education or advocacy.

Government Relations (George Eckert): George was pleased to see the "Bikes Belong Coalition" article in the last edition of Wheelpeople. He asked for the Board's approval on paying for his and Bob Sawyer's attendance at the October 24-25 conference ("Moving Together") in Worcester on bicycle issues which will cover government relations and transportation issues as they relate to bicycling. The conference is sponsored by the Mass Highway Department, Government Safety Bureau, Department of Public Health, Baystate Roads Program and others. At a cost of \$50 per attendee, it seemed like an appropriate request and the Board voted unanimously to cover the cost of the two attendees. A report on the conference will be made to the Board at our November meeting.

October 2, 2001

Rides Committee (Jim Sullivan): The next committee meeting will be on November 12th. We have 55 CRW hats left over. Jim wants to distribute them at the banquet as a special recognition for first-time ride leaders. He is also trying to come up with a novel way to recognize ride volunteers at the meeting rather than just the usual way of reading names off and handing out T-shirts.

CRW Video Library (Connie Farb): Connie presented the Board with the idea of donating the videos CRW has in its library - plus buying a couple more - and donating them all to the libraries on the Minute Man Library Network. This way we could provide a service to the CRW membership while not having the burden of having to keep track of them. An expenditure of \$200 for the purchase of new videos and the library donation plan was approved unanimously by the Board.

Fall Century Re-cap (Ann-Marie Starck): While the Century was a big success, we did have some problems with Great Brook State Forest as a venue. Parking was an issue, as well as people not using the portable toilets. It was suggested that the club make a \$200 contribution to Great Brook in appreciation for hosting our century for many years and to make us welcome next year. The expenditure was voted on and approved unanimously. A letter accompanying the check will go to the attention of the ranger in charge. Rosalie Blum will also write an article for the next issue of Wheelpeople reminding the membership that we are guests at these venues where we hold our rides - not just centuries but regular rides as well - and that a little bit of respect and good manners would go a long way in terms of good will.

Grant Proposals (Tod Rodger): Rails to Trails, Mass Bike, and LAB were all invited to apply for grants from CRW. Only Rails to Trails and Mass Bike responded with proposals.

The Mass Bike proposal is for moneys to work with police in Massachusetts and familiarize them with laws that apply to cyclists and to develop better relations with police overall. The Rails to Trails proposal was not very specific as to how they were going to use the funds they were applying for. Based on Tod's report, the Board unanimously approved \$5,000 for Mass Bike. Tod will reach out to Tim Baldwin of Mass Bike to arrange for delivery of the check. Tod will also write an article for Wheelpeople - hopefully including a photograph of the recipient - about the donation to Mass Bike and the grant proposal process in general. Mass Bike will be asked to provide a written report at project's end as to how the money was spent and that not providing such a report may impact future consideration for funding.

CRW Annual Awards (Everyone): We voted that four (4) award plaques are to be given out at the banquet this year and the rest of those nominated will get certificates of recognition. People were nominated by Board meeting attendees, votes were cast by everyone at the meeting.

Our holiday party will be held on December 7th with December 14th as a back-up date.

The meeting adjourned at 9:30 p.m. The next Board Meeting will be held on Tuesday, November 6, 2001.

Respectfully submitted,
Cindy Sragg
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.



November 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, mostly in the western suburbs but also to the north or south. Occasionally we do an urban exploration. We always include a lunch stop, either during or at the end of the ride. In the winter we may substitute other activities, such as cross-country skiing. We stay together, following the leader for the day, while being careful not to drop anyone. On a rural ride of average hilliness, the pace is 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. In fairness to the group, we require that prospective riders be capable of maintaining this pace.

Routes: Locations vary. Distances are typically between 30 and 40 miles.

Start: Location Varies

Directions: The ride coordinator sends ride announcements and ride reports by weekly e-mail. For more information, including the next ride start location, call or e-mail the ride coordinator Dick Arsenault 781-272-1771 day or early evening.

Saturday Morning Fitness Ride at Nahanton Park**

Times: 8:30 SHARP!

Description: You will ride scenic rolling roads through Needham, Dover, Sherborn, and 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 and 42 miles. Cue sheet available.

Leaders: Dave McElwaine (781-821-8643) or Mark Dionne (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.

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



November 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.

Moose Hill Revisited

Saturday - November 3

Times and Routes: 10 AM for 46 miles of mostly gently rolling hills on a picturesque recycled GEAR 98 route.

Ride Type: cue sheet.

Leaders: Tom Hawkins & Diane Meuser (617-730-9674).

Highlights: Starting in Wellesley, the route passes through the scenic Moose Hill Wildlife Sanctuary and by the Kendall Whaling Museum, both near Sharon.

Start: Parking lot, Wellesley High School on Rice Street.

Directions: From Rt 128, north or south, take Rt 16 west/Wellesley exit. Proceed west on Rt 16 past the intersection with Rt 9 (at about

1.1 mi), and then past several (2 or 3) traffic lights. After the traffic light at the intersection with Rockland/Forest St., Rice St. is the next left. Turn left on Rice, and after a short distance the High School will appear on the left. PLEASE PARK IN REAR OF LOT, NEAR REAR ENTRANCE.

Sunday Artsy Ride

Sunday - November 4

Times and Routes: 47, 36 or 28 miles at 10:00 AM

Ride Type: Arrowed

Leaders: Charles Hansen (617-734-0720), velotrain@peoplepc.com

Highlights: This ride goes through Waltham, Weston, Lincoln and Concord, with the longer options adding Bedford and Carlisle. Lunch on

all routes is Concord Center. The reason for starting where we do is the post-ride event, which is a self-guided tour of the approximately 40 artists studios in some of the old brick mill buildings in downtown Waltham. The studios are open from 12-5 PM. There is always a very wide range of artwork on display, which can make this event more interesting than a museum visit. The Charles River Museum of Industry, at the site of America's industrial birthplace, is so nearby and includes a 7-person bicycle in their exhibit.

Notes: If you're planning on visiting the studios, have a means for locking your bike!

Start: City of Waltham Embassy parking lot

Directions: Route 95/128 to exit 26 Route 20 east towards Waltham. Turn right on Moody Street at Waltham Common in about 1.5

miles, then left on Pine at first light after the bridge. Left into Embassy parking lot after apartment building - watch clearance on lower level.

Skyline Drive and the Land of the Living Dead

Saturday - November 10

Times and Routes: 9:00 for 55 miles; 10:00 for 30 miles

Ride Type: Cue sheet; map (maybe); arrows (hopefully)

Leaders: Fred Kresse (781-444-1775)

Highlights: Both rides climb Skyline Drive and enter the mysterious Land of the Living Dead. The short ride includes Needham, Westwood, Dedham, Dover and Medfield. The long ride adds Norfolk, Millis and Sherborn. The first 10 miles are the hilliest; after that it's a piece of cake.

Start: Commuter Rail Parking Lot, Needham Heights.

Directions: From Rte 128/95 take Exit 19B, Highland Ave., toward Needham. At the third light (note Starbucks), turn right onto West St. Cross the tracks and take the immediate right onto Hillside and into the Commuter Lot.

Bagels and a Buffalo

Sunday - Nov 11

Times and Routes: 9:30AM for 51 or 43 miles, 10:00AM for 20 miles

Leaders: Melinda Lyon 978-887-5755 melindalyon@juno.com

Description: Flat to rolling loops through the North Shore. All rides pass through Boxford, Topsfield and Rowley. Medium ride adds Newbury and Newburyport. Long ride adds Plum Island. Lunch stop is in Topsfield at Topsfield Bagels for the short ride. Long and medium ride lunch stop is in Newburyport at Abraham's Bagels.

Start: Masconomet High School, Boxford, MA

Directions: 195 north to exit 51 "Endicott Rd, Topsfield, Middleton". Take right at end of exit ramp. High School is on right. Please drive past high school and park in large lot at the far end of the school. School is under construction.



Plymouth and the Pilgrims

Saturday - November 17

Times: 10:00 start for a 20-30 mi 3 to 4 hr historic tour. Rain cancels. In case of doubt, call the ride leader between 7:00 and 8:00 am.

Ride Type: Follow-the-leader, intermediate pace, frequent stops at points of interest.

Leaders: Bill Widnall, 781-862-2846, BillWidnall@attglobal.net

Highlights: With Thanksgiving coming up, join me for an exploration of historic Plymouth visiting the sites and monuments associated with the original Plymouth colony of 1620, most of which are near the waterfront of downtown Plymouth. At the stops, I'll share with you some of the things I've learned about these places during my scouting and research. As of this writing, the tour/route had not been finalized, but I will include some open road (no history) cycling to stretch out our legs. Please bring your own lunch and munch during our stops. At the end of bike tour, at Plimoth Plantation some may wish to visit the gift shop or snack shop at the visitors center (no entrance fee) or visit the recreated village (entrance fee required).

Start: Plimoth Plantation overflow parking area

Directions: On Route 3 south, take Exit 4 onto Plimoth Plantation Highway. After 1.2 mi, exit to the right, then turn right onto River St. After 0.2 mi, turn right and then left into the overflow parking area (grass field).

Squannacook River Ride

Sunday - November 18

Times: 10 for 56 mi; 10:15 for 45 or 25 mi

Ride Type: Arrowed, Map, Cue Sheet

Leader: Peter Brooks, 617-926-5735

Highlights: Quiet roads through the hills of Harvard, Shaker Village, Devensland, Nashua River covered bridge, Pepperell, Groton, Westford, and Boxborough. Limited food opportunities in Shirley (20 mi), Forge Village (45 mi), and Littleton (50 mi). Littleton is good lunch stop for short ride.

Start: South Acton "T" station, Central Street @ Route 27 (The parking meters are not active on weekends.)

Directions: Route 2 West, exit left onto Route 111 @ exit 43, turn left onto Route 27 at light. Central Street is a sharp right turn .95 miles past the light at Route 111. Look for the Mobil

station then the tower of the wheat-yellow colored Acton Music Center on the corner.

Old North Andover Ride

Saturday - November 24

Times and Routes: 9:30 for 48 and 10:00 for 26.

Ride Type: Cue Sheet only

Leaders: Jim Sullivan (781-245-1772).

Highlights: The long ride travels through the lakes and farms of No. Andover, Boxford, Topsfield, Ipswich, Georgetown, Groveland, and Haverhill. The lunch stop is in Ipswich. The short ride cuts out Topsfield and Ipswich, with a lunch stop in Boxford Center.

Start: North Andover Green, corner of Andover St. and Massachusetts St., North Andover.

Directions: Rt. 93 North to Exit 41, Route 125 North (toward Andover). Bear left where Rt. 125 joins Rt. 114 and take a right before the Bertucci's at the next light. Take a right at the next light and follow to the Green. Park on the left side of the Green only.

Willett's Pond Wayfare

November 25 - Sunday

Times: 10:00 and 10:30

Ride Type: Arrowed (GEAR Arrow)

Leaders: Eric Ferioli (781-235-4762)

Highlights: Recycled GEAR ride and then some. Short ride goes through Wellesley, Needham, Dover and Westwood. Long ride adds Walpole, Norwood and Sharon.

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. Continue on Route 16 through intersection at lights of Forest St. (on left) and Rockland (on right). Take next left at green sign for school (about 500 ft) onto Rice St. Continue to school. Parking lot is just past school, entrance to lot is At the far end of the lot.



Between songs, Jim, the Scottish folk singer at the Yellow Cello Café, engages the patrons in conversation, asking where they were from, and what had brought them to Nova Scotia. When I responded "Boston" and "to cycle the Cabot Trail", Loring and John, sitting at a nearby table, introduced themselves. From Wolfville, NS, this was Loring's 5th trip on the Trail tour, and for John, like me, his first. Loring preceded to describe some experiences from his past rides, which centered mainly on the weather (tales of hard rain and tough winds), and cycling the mountains of the Cape Breton Highlands (switchbacks that never seem to end). What had I gotten myself into?

I had learned about the Cabot Trail Bike Tour through the website of Atlantic Canada Cycling (www.atl-canadacycling.com), an organization which runs a variety of van-supported camping tours of the Maritimes. The Cabot Trail tour runs for 3 days over the Labor Day weekend (Canada also celebrates Labor Day). Approximately 100 cyclists, mainly from Nova Scotia, with a handful from the States, had assembled in Baddeck, our starting/ending point.

I took the ferry from Portland, ME Thursday evening, arriving Friday morning in Yarmouth, NS. The drive to Cape Breton consumed most of the day, reaching

Tackling the Trail Cape Breton, Nova Scotia

09/01/01-09/03/01

by Steve Mitchell

Baddeck in the late afternoon. I settled into the Bald Eagle B&B and explored Baddeck, a small resort town on Lake Bras D'or, known as the summer home of Alexander Graham Bell. After dinner, and after hearing Loring's tales of rides past, a good night's sleep was needed in preparation of the tour's start.

The Cabot Trail runs for 200 miles, with the tour broken into thirds, approximately 65 miles a day. Leaving Baddeck under overcast skies, Saturday's route took us into the center of Cape Breton, over the rolling hills and farmlands of the Margaree River Valley. So far, so good. The cycling was very much like riding in the Boston area. The mountains come on day 2. I met Jack, from Bridgewater, NS, who with Loring and John, would provide company and conversation during the weekend.

The skies began to brighten as we approached Margaree Harbour. Schooner Village provided a unique stop for some refreshment. Specializing in Gaelic clothing, music, and crafts, the café serves Scottish oatcakes, scones, and tea.

From Margaree Harbour, the Cabot Trail meets the sea at the Gulf of St. Lawrence, and the cyclists meet the wind. Riding over a long wooden bridge across the Margaree River, we faced a head wind that made a flat seem like a small mountain, and as the road snaked along the coastline, we were buffeted by side winds that threatened to push us into the highway.

Crossing the bridge, we also crossed from Scotland to Acadia, as we made our way to Cheticamp, a small French fishing village that sits just before the Cape Breton Highlands. Just beyond the village was our first night's destination, Cape Breton Highlands National Park. A good day of cycling over rolling farmland hills and coastal flats.

The tour provides meals on both Saturday and Sunday evenings. But Saturday's menu of mussels and corn did not appeal to me. Fortunately, there was a restaurant within walking distance, just outside the

park entrance. Jack and I had dinner at the Parkview, along with a number of other cyclists, who apparently felt the same way about mussels and corn.

Saturday evening brought torrential rain and the heavy winds for which the Highlands are known. Lying in my tent, I could only recall Loring's description of cycling the mountains under similar conditions.

But Sunday morning broke sunny and clear, and I began my introduction to the Highlands. Within several miles the Trail starts up French Mountain. A series of switchbacks, which seem to go on forever, takes you to highest point of pavement in Nova Scotia. Tough, but I felt good as we reached the summit. From the top of French, another small rise took us to the top of Mackenzie Mountain, where you descend through an exhilarating series of switchbacks to the town of Pleasant Bay, and a stop for rest and refreshment before tackling North Mountain.

The Cabot Trail Tour alternates direction each year. This year we traveled clockwise, and from this direction, the ascent of North Mountain is considered the toughest in Nova Scotia. I am pleased to report that I cycled every foot of the Cabot Trail, but I do admit to stopping several times into North to catch a break. It was at one of my stops that I met Daryl and John #2, both from Halifax. They had done the Cabot several times, but only counter-clockwise. They had also cycled across Canada, Vancouver to Nova Scotia. The three of us made our way up North, with another stop or two.

I seem to have left out the reason for climbing the Highlands: the views. There are many lookouts that allow appreciating a landscape of dramatic cliffs dropping to the ocean, dwarf trees, barrens, marshes, bogs, and the highway disappearing among the mountains. My only disappointment is not sighting a moose. Saw moose tracks, moose droppings, but no moose. Timing is everything, as others on the tour did report moose sightings.

The descent of North Mountain leads to Cape North for some rest and fuel. From Cape North, we came upon ML (Mary Lou) from Lincoln, MA, who joined Jack and I along a stretch of Atlantic coastline, over

ST. THOMAS U.S. VIRGIN ISLANDS VACATION RENTAL

*Ideal for thawing out in the winter, or
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Five minutes from world renowned beach at Magens Bay (Slick Willy & Hillary's favorite). Golf course open to public. Easy access by car to other beaches, resorts, tennis clubs, snorkeling, sailing, jet skis, windsurfing, deep sea fishing, sailing, swilling rum, shopping and ferries to St. John or the British Virgin Islands (Tortola, Jost vanDyke, Virgin Gorda, etc.)

For info & photo tour see "Blue Moon" under "Vacation Rentals" at www.suzannemabe.com. For more photos/info, availability & CRW discount, call Mike Byrne (978) 443-8999 or e-mail raddad47@aol.com

rolling hills into the fishing village if Neil's Harbour (ice cream stop).

As we approached our campground in Ingonish, ML continued to be motel. A small number of cyclists, including Daryl and John #2, ride to motels or B&B's. But I found a sense of community develops at the campgrounds, especially on the 2nd evening, after scaling the Highlands mountains.

After setting camp, a hot shower, and a bottle of beer (Keith's is the local Sam Adams), a pasta and salad dinner was served. Needless to say, sleep came easily. No rain or wind, but temperatures in the upper-thirties.

Labor Day Monday brought another bright and beautiful day. It had been years since the weather had been consistently good for the entire tour. I suppose this made up for not seeing moose.

There was one climb, Cape Smoky, a fairly easy ascent of switchbacks to a great view of the Atlantic, and a descent that is described as the most dangerous in Nova Scotia, ending with an extremely sharp hairpin turn at the bottom. I will definitely need to replace my brake pads!

Rolling hills, a short ferry ride, lunch, and more rolling hills brought the tour back to Baddeck. We had tackled the Trail!

I said my goodbyes to my cycling mates: Jack, Loring, 2 Johns, Daryl, ML, and spent my last evening on Cape Breton back at both the Bald Eagle B&B, and the Yellow Cello Café. This time, when Jim, the Scottish folk singer asked where and what, I responded, "Boston" and "I cycled the Cabot Trail".

All A-Board - Continued from page 1

26 Fox Run Road
Bedford, MA 01730
e-mail: jdonohue@world.std.com

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

The top three candidates will receive three year terms starting in February and expiring at the end of 2004. Normally, the terms would start in January, but this won't be possible given the lateness of the ballots.

Fall Century Report - Continued from page 1

bottle on completing their ride by the sign in posse of Bill Fine, Robin Inman, Susan Armknecht, and Paul and Jean Corriveau. They were then treated to a fabulous picnic put on by Tom Lynch's catering service staffed by Larissa Hordynsky, Charles Lincicum, Bill Bartin, and Jim Geib along with Tom's wife and children. Kayo De Oliveira contributed to the feast with some of his own delicacies.

The ride itself was designed originally by Ken Hablow and redesigned in 2001 by Ken and Tod Rodger. Arrowing was done over several weekends by Ken, Tod, Connie Farb, Silas Little, Cheryl Young, Paul Liu, and Mark Sevier. The water stops were staffed by Silas Little, Bill Haynes, Bob Tobias and last minute free agent to replace Susan Grieb was Tod Rodger. Susan was placed on the 15 day disabled list by the CRW that week.

Jane Corsello and Connie Farb got up extra early to ensure delivery of bananas and bagels to the start. Also in the early bird crowd were Delphie Broughton, Rosalie Blum, Janet Blake, and Jane Boulet to patiently register all of those adrenaline stoked, type AAAA century folks. Don Blake and his large gray sidekick drove all of our heavy equipment over, set us up and then helped put it all back at the end of the day. Rich Fields did last minute driving duty by getting extra water and food to the water stops and the start/finish area due to the large turnout. Meg Curry gave some unsolicited but welcome last minute help as well.

Andrew Heitner, Jane Boulet and Peter Mason swept the routes on bikes to check for any needed assistance.

Special thanks for the folks at Great Brook Farm - Carlisle State Forest for letting us use the space and putting up with a large crowd. Lyn Pohl and Jim McGarry helped with getting us the permits there (and letting us use the hose in their nearby home).

And extra special thanks to Ann-Marie Stark our diva of Century Sundays. We may give her a few gray hairs every time but somehow she pulls it off in spite of the rest of us. Thanks to all who volunteered especially if I missed anyone. We had a great turnout of volunteers and riders. Congratulations to those who met a personal goal or just had a heck of a fun day.

Winter is coming!

by Eric Ferioli

With winter comes cold, snow, ice, sand, and downright miserable riding conditions. But does that stop the CRW? Of course not! We're tougher than that! Or maybe we simply don't know when to come in from the snow. Either way, the CRW has winter rides every Sunday, and we need YOU to lead one. It's simple and easy. You just need a cue sheet and/or map of your favorite ride, 15-20 miles for short and 30-40 miles for long. And, as an added benefit, you don't even need to do the ride. If the weather is not to your liking, simply drive up in your heated car, roll down the window a couple inches and hand out the cue sheets to those rugged individuals (fools) that do show up and wish them a good ride.

We have an extra need for winter ride leaders because we have had another winter ride leader leave the area. Jim Merrick and his family have decided that eastern Mass. is not cold enough and have moved to Maine. So please volunteer to lead a winter ride. The rides that have no leaders will be recycled Gear rides, lead by me, from the Wellesley High School. To lead a ride or just for information, call Eric Ferioli at 781-235-4762. Let it ring, I don't have a machine, if someone other than myself answers, please try again later.

Bikers with Berets - Continued from page 1

CRW has a DVD of this film which we'll play on a television (the largest one we can find) at Jack Donohue and Susan Grieb's place, 26 Fox Run Road in Bedford.

The film will be shown at 7:30; pizza (\$5) at 6:30. Please RSVP to Connie Farb (chfarb@yahoo.com or 617-497-0641) if you are planning to come for pizza.

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.

Fixed-Up All Year and Singled-Out for BMB

by Mel Stoler

Long time readers of Wheel People may recall two pieces I wrote on fixed gear riding ("Fixed Up", March 1999 and "Fixed-Up Part 2", November 1999). Having completed Boston-Montreal-Boston this past August, it's time for the third installment. Chris Pyle, in his own account of the ride, aptly described BMB as a "750-mile journey into the outer realms of physical exertion, mental stamina, sleep deprivation and plain lunacy." Hmm, sounds like fun . . . sign me up!

My path down this road began in 1999 when I decided to see what it would be like to complete the Boston Brevet Series (2, 3, 4 and 600-kilometer rides) on the fixer. I had done the 2, 3 and 600-kilometer brevets on a geared bike back in 1998. In 1999, I took on all four brevets on the fixer. Though I struggled on the steep climbs and steep descents, I finished each ride with time to spare. While the 600K was still fresh in my mind, I told myself (and others) that next time I would come equipped with gears for that distance.

I didn't do the brevet series in 2000 but continued to ride exclusively on the fixer. When 2001 rolled around, I had forgotten my pledge to acquire gears for the monster rides and before I knew it, I was

off to Arizona in March for a week of "Desert Camp," run by Lon Haldeman and Susan Notorangelo. Elizabeth Wicks and Dave McElwaine from CRW were there, too. It was a great week of riding interspersed with daily presentations and on-road instruction all related to long distance riding. Jennifer Wise and Pierce Gafgen, who together organize BMB, were there as presenters. I had met both of them while doing brevets. This week I got to know them better and hear more about the 1200K I had thus far successfully avoided.

With all the resources and supports imaginable for ultracycling at my disposal, I had taken my first steps towards acquiring my very own little yellow BMB sticker that I was accustomed to seeing on the back Gerry Goode's van. What next? In the early spring, I joined Randonneurs USA (RUSA) <http://www.rusa.org> and began planning my spring and summer schedule to include the Boston Brevet Series <http://www.gis.net/~bbs/index.html> and BMB <http://www.bmb1200k.com>. I signed up for the Tour of New England over Memorial Day weekend and started to let others know that I had my sights set on BMB. I sent in my checks. I was going to do it.

It wasn't that long ago that I recall wondering how I could ever complete a 400K or 600K event, not to mention a 1200K. What about a sore butt, running out of fuel, not being able to ride without a good night's sleep? Slowly but surely, by completing each brevet, I convinced myself that it was all within my reach. Though I didn't necessarily believe in myself, I got support from fellow Randonneurs and reminded myself that putting it off might not be the best strategy as I wasn't getting any younger.

While finishing up the 600K in July, I decided that I would switch to a single speed freewheel for BMB. The thought of having to climb mountain after mountain and then having to pedal down each of them with the brakes on to control my speed was totally unappealing. (I would not regret this decision!)

As August approached, I found myself thinking about BMB daily. I spoke to fellow brevet riders and veterans of the event about what to drink, what to eat, where to sleep, what to pack in each drop point bag, and so on. I had a million questions. Gerry Goode was very helpful, as were Jennifer and Pierce. I spent way too much time packing, anticipating near freezing temperatures at night, scorching heat during the day, rain everyday, repeatedly losing my cue sheets, and at least two flat tires and the need to change all my clothes every 60-70 miles! As Bernie Amero said, quoting Pam Blalock and John Bayley, "Better to be looking at it than looking for it"!

Okay, I swapped the 15-tooth cog for a 16-tooth freewheel cog in the rear and kept the 42 ring in front and had a rear brake put on. I finished packing. I spent Wednesday night at the hotel so I wouldn't have to worry about getting a ride for the 4 AM start. Unlike some riders, I had no specific timetable for getting in and out of the controls. My goal each day was to reach my sleep point before midnight, thereby assuring me of at least a few hours of sleep before needing to move on.

From Newton to Wellesley and then Weston, eighty some odd riders and I were on our way. It wasn't long before I found myself on familiar roads leading to Bullard Farms in New Salem, MA (1st control, mile 73). I had my control card stamped as required and fueled up. Our route took us into New Hampshire at mile 87 and after a few more miles of riding I came upon the secret control. This unannounced checkpoint was designed to ensure that every rider stayed on course-no shortcuts! In fact, when I got to Brattleboro, VT (2nd control, mile 110), I learned that a rider, who somehow missed the secret control, had been sent back. By this time I had hooked up with Kevin Main, a BMB veteran and a Regional Brevet Administrator from San Luis Obispo, CA who was doing his third 1200K of the summer! It was great to ride with someone who knew the route and was good company.

I had been warned that the next 61 miles to Ludlow would be hilly and indeed they

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were. By the time we reached Ludlow, we had completed several memorable ascents including Mount Grace, Pisgah State Park, Andover Pass, and Terrible Mountain. What impressed me the most about Terrible Mountain was the long descent after the climb. It was hard not to think about the return! The descent into Ludlow, VT (3rd control, mile 171) was spectacular—do I really have to come back this way?

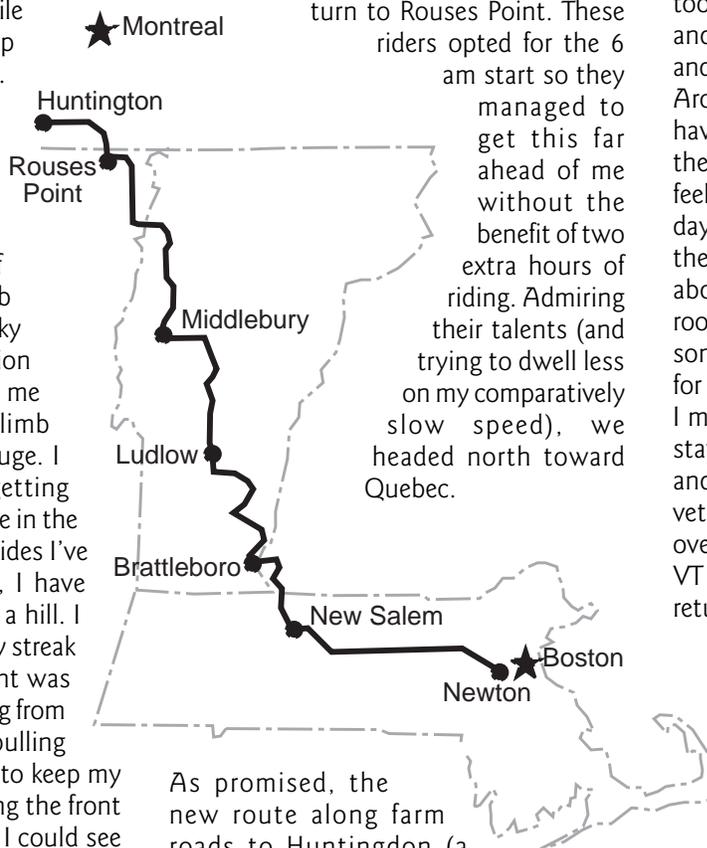
From there it was on to Middlebury, VT (4th control, mile 236). This next leg offered up Killington and Middlebury Gap. By the time we reached the base of Middlebury Gap, it was getting dark, so we put on our lights and reflective clothing. Then the rain began. Fortunately, it subsided and off came the rain gear. As the climb progressed and the evening sky grew dark, I focused my attention on the red taillights ahead of me to gauge when the steep climb would end. I continued to gauge. I gauged some more. I was getting tired of gauging. I've taken pride in the fact that for all the long, hilly rides I've ever done with a single gear, I have never had to walk my bike up a hill. I was beginning to think that my streak was about to end as the ascent was only getting steeper. I was living from one pedal stroke to the next, pulling on the bars as hard as I could to keep my legs moving, occasionally lifting the front wheel off the pavement. Now I could see other riders who had reached the top. I kept my head down and gutted it out. What a relief to reach the summit . . . still clipped in! The long descent (you know what I'm thinking here) brought us to the Middlebury Sports Center around 10 PM. We ate, showered and got some sleep on the cots.

By 4 am we were on the route to Rouses Point, NY (5th control, mile 322). I had trouble staying focused on the road, not yet fully awake in the pre-dawn hours. The red lights of the bikes in front of me were hypnotizing me. I focused my attention elsewhere. I was thankful for the eventual daylight. It rained during most of the 87-miles, but only lightly. This beautiful stretch brought us across Lake Champlain and through the Grand Isle towns of South Hero and North Hero. I could see a large

bridge in the distance, which I knew would bring me to New York State. Checking my computer, I knew that the Rouses Point control was near at hand.

There were many riders at this control and it didn't take me too long to figure out that several of them were there for the second time! Michael Lau, Keith Fraser, Ed Kross and Tom Buckley were heading south while I had 50 more miles to reach the turn-

around point and 50 more to return to Rouses Point. These riders opted for the 6 am start so they managed to get this far ahead of me without the benefit of two extra hours of riding. Admiring their talents (and trying to dwell less on my comparatively slow speed), we headed north toward Quebec.



As promised, the new route along farm roads to Huntingdon (a small town in the countryside outside of Montreal) was virtually traffic free. It also had a significant climb that was downplayed in the ride description. As I approached the crest, complete with radio tower, Chris Block came screaming down, yelling my name as he tugged for the long descent. I had no breath to acknowledge his salutation . . . and you know what I was thinking . . . I soon reached the 6th control, 370 miles completed. I had my one flat tire of the ride on the way back to the US of A. I accidentally put the wheel back on with the chain on the fixed gear cog of my hub. I had not even completed a pedal stroke when I realized what I had done. I was off the seat in a nanosecond and switched it back to the free-wheel cog. I was thoroughly enjoying my coasting abilities!

Kevin and I were now on our way back (yellow road markings to follow instead of white ones) and we had our sights set on reaching the Suisse Chalet in Burlington, VT that evening. We were greeted for a second time by the familiar faces of Fred Kresse, Rick Lawrence, and Ed and Jenny Craddock at the Rouses Point control where we enjoyed some terrific dinner. I picked up the backpack I had carefully prepared with change of clothes, toothbrush and paste, etc. for the hotel and we set out. Before long the sun set and we prepared ourselves for night riding. Around 11 PM, we arrived at the hotel, having ridden another 235 or so miles for the second day. At this point I had a good feeling about finishing. The longest two days of riding were behind me. I was over the hump. After a good night's rest of about 5.5 hours in a very comfortable room with the A/C high enough to allow some good blanket swaddling, we set out for Middlebury. At that control Kevin and I met up with Bernie Amero (who would stay with us all the way back to Newton), and Jim Mott Smith. We also met BMB veteran Kayo De Oliveira who had ridden over the Gap that morning from Pittsfield, VT and was looking for company for his return trip. Jim was first up the Gap and never to be seen again. Kevin, Kayo, Bernie and I regrouped at the summit. I thoroughly enjoyed the steep downhill, now able to see the mountain I had struggled up 36 hours earlier. From there we stopped for a bite to eat along Rt. 100 and soon bid farewell to Kayo. Killington was long with a few steep sections. The road down was not well paved and I had to hit the brakes a few times. Okemo was next. Finally we arrived at Ludlow, 570 miles into the ride. The next leg offered up Terrible Mountain and Andover Pass. Beyond those climbs, one hill led to another but I was encouraged because I knew the mileage for the day was 160. Piece of cake. Bernie and I stayed together into Brattleboro, carefully navigating some roads that were overdue for repaving. We got in around 9 PM, happy to see Gerry Goode and Rick Andrew who welcomed us with fried rice for dinner. We agreed on a 5:15 wake-up call to be on the road at 6 for the last 110 miles. Show me the pillow! I rode without a glove on my right

BMB - Continued on page 11

Little Jack's Corner - by Jack Donohue



I came to the conclusion the other day that I am at the bottom of the cycling food chain. I was rooting around in my pile of touring gear,

and came upon an old set of home made panniers that I had bought extremely used from Eric Ferioli. I'm sure that this was a big event transaction and that they were an absolute bargain, but I think in the many years I'd owned them I probably used them once, just enough to get them damp so that now they sported a rather fine coat of mildew and a particularly funky smell. I considered washing them, but wasn't sure this was good thing for the washing machine, and the bag might disintegrate anyway when subjected to such extreme measures. I realized that what

stuff he doesn't make himself, Eric usually finds at the Wellesley dump. This is his good stuff. And I'm one of his best customers. Actually, I'm not since I only take the really unwanted stuff, and rarely do my purchases reach two digits. I've even got stuff that Eric GAVE me rather than take home after the Big Event.

I guess I've got two problems. One is that I absolutely cannot bear to part with anything that could be found remotely useful. My definition of useful encompasses quite a bit more than Mrs. D., for example. The second problem is that we have a big house. I had managed to fill up our old house in Malden with "good stuff" but it had reached saturation. Our big house in the suburbs is a whole new ball game. Besides the normal kitchen, living room, etc, we have rooms with no apparent purpose. What better use for them than to store even more "good stuff." Besides the house itself, there's all sorts of room under our porch which in addition to our

canoe and gardening stuff, is a great place for my bike carcasses. Hey, it could be worse, at least I don't have Chevy pickup trucks up on blocks in the front yard.

I do have to admit that some of this stuff I will probably never use. Take my latest bike carcass. I happened to be over at Peter White's on trash day, and there was fine Trek touring frame that he was throwing out. I could not stand idly by and let this happen, so I gave it a good home. It does have a few fatal flaws, such as the fact that the fork can be made to move only with great difficulty, and it has the classic half step plus granny gearing that fell out of favor in the '70s. That combined with the fact that I already have a perfectly good touring bike, with all the necessary moving parts, which I've used once in the last ten years says to me that it's extremely unlikely the Trek will ever rise from its ashes. Still, it's too good to throw out, so while there's room under the porch it has a home.

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September Mileage Totals

1	4	7	5	8	5
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Name	Miles	M	C	K
Melinda Lyon	12097	7	6	6
Pamela Blalock	9385	6	6	6
John Bayley	8347	6	6	5
Robin Schulman	7983	6	4	5
Tod Rodger	7927	8	6	5
Mike Kerrigan	7767	6	6	2
Bruce Ingle	7421	6	3	2
Jack Donohue	7196	-	-	2
Irving Kurki	6301	8	6	2
Kevin Patton	4402	6	4	1
Bruce Gelin	4395	5	3	1
Gabor Demjen	4281	4	-	-
David Wean	4174	6	-	-
Dick Arsenault	4161	3	1	-
Peter Brooks	3987	8	5	-
Bill Widnall	3897	7	7	-
Joe Repole	3848	9	9	-
Bob Sawyer	3817	1	-	-

Name	Miles	M	C	K
Joe Marcal	3473	2	2	-
Cynthia Snow	3397	5	2	-
Doug Cohen	3390	1	-	-
Marc Baskin	3200	8	1	-
Ed Hoffer	2830	-	-	-
Peter Knox	2367	1	-	-
Elaine Stansfield	2276	2	1	-
Jim Broughton	1875	-	-	-
Joseph Tavilla	1776	-	-	-
Richard Dweck	1722	4	-	-
John Allen	1560	1	-	-
John Kane	1408	-	-	-
Elisse Ghitelman	907	-	-	-
Cynthia Zabin	869	-	-	-
Tracy Ingle	820	2	-	-
John Loring	804	2	-	-
Greg Tutunjian	790	-	-	-
Jeff Luxenberg	671	-	-	-

Name	Miles	M	C	K
Ed Trumbull	530	-	-	-
Harry Wolf	451	-	-	-
Rosalie Blum	358	-	-	-
Emily Wean	209	-	-	-
Jared Luxenberg	187	-	-	-
Jacob Allen	156	-	-	-
Julia Wean	111	-	-	-
Sara Luxenberg	62	-	-	-

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.

BMB - Continued from page 9

hand due to a blood blister that was caused by pressure and friction. After a late morning brunch of onion rings and a sherbet/ginger ale float at Sterling Ice Cream, the other glove came off and I found my second (second?) wind. I was ready to finish and the only question was whether we would be in by 3pm as projected earlier that day. We met a couple of riders who were on their way back to Harvard and hung with them and their fresh legs for a few miles. I had energy to spare as we charged up the remaining hills, counting down the miles as we left Rt. 62 for the familiar roads back to Weston, Wellesley and Newton. I was greeted with cheers and congratulations from friends and family at the finish line and a medal was presented to each finisher. Aside from red sore palms, I was in pretty good shape physically. The training and planning had paid off. I felt great. As much as I love ultracycling and would like to do Paris-Brest-Paris, I'm apt to wait until my kids are more independent and my springs and summers "quiet down". Sign me up for P-B-P in 2011. Who knows, maybe by then I'll be riding with more than one gear! If you'd like me to e-mail you "Fixed-Up" or "Fixed-Up Part 2", send your address to <mel.stoler@state.ma.us>

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Jeff Buxbaum	Concord
Bruce Cohen	Newton Highlands
Paul Corcoran	Waltham
Marc Ditz	Woburn
John Hammel	Arlington
William Horvath	Boston
David Lafreniere	Medfield
Andrea & Richard Leonard	Framingham
Christian Long	Jamaica Plain
Melissa Moon	Arlington
Raymond Obin	Walpole
Staphanie Olbrych	Norton
Michael Panis	Brookline
Lauren Perinchief	Boston
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Vanessa Preble	Wakefield
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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) _____

email _____

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.

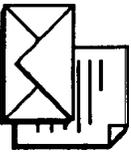
CRW Membership Fees	1 year	2 years	3 years
Individual	\$20	\$38	\$55
Household	\$25	\$48	\$70

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