
Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXVI, Number 8 • August, 2002

Larz Anderson Bike Show

The Larz Anderson Bicycle Show and Swap is August 18, 2002 at the Larz Anderson Museum of Transportation in Brookline. 9:30am - 3:30pm. A feast for lovers of all things bicycle related. The Concours de'Elegance will feature stunning bicycles from antique to modern. A huge swap meet will yield bike and parts bargains both modern and collectible. Seminars and talks, throughout the day ranging from new bike selection to collecting.

Various organizations will distribute information making this event a resource for all cycling enthusiasts. Admission for adults is \$5. Mike Kone bikevint@tiac.net, or www.bicycleclassics.com, or the museum at 617 522-6547 for more info.

Eric Ferioli will be manning a booth at the flea market, and will sell goods for CRW members for 10% of the selling price. For more information call Eric Ferioli, 781-235-4762, let it ring.

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CRW Old Timers' Party

On June 23, a substantial group of CRW members (and ex-members) got together at Sam Johnson and Birdy Ellsmore's lovely home in Natick to relive old times and catch up. A ride of about 20 miles brought out several hardy souls before the less energetic rest of the group joined in for a wonderful potluck luncheon. Sam and Birdy generously supplied the route and the desserts. Many thanks to Birdy and Sue Genser for doing the leg work on this one, and for Jamie King and Jacob Allen (and



Seven former CRW presidents at the Old-Timers' Party given by Sam Johnson and Birdy Ellsmore. Left to right: Ralph Galen, Norman Satterthwaite, John Springfield, Sam Johnson, Jill Lewis, Mike Hanauer, Jamie (CRW wants YOU!) King. (photo by John Allen)

others) for the photography. We estimated the average age of the group to be well over 50, proving that cycling (and its friendships) are forever.

Why are we talking about a Christmas party in August?

For many years, Don Blake and his committee have done a great job of organizing a potluck Christmas party at the church hall of Don's church. Many of us have happy memories of several parties. However, some CRW members have asked if we could have a different type of Christmas party, perhaps with a sit down dinner or dancing. The CRW board is open to this, and has voted a \$500 budget. In order to make this happen, we need a party chair and committee, and should probably select a location and date by early September in order to have good choices. Unfortunately, I can't chair this myself, because I received one of those messages dreaded by all children: "Your mother and I are too old to host the holidays this year, so we need you to ..."

If anyone is interested in chairing the committee or being on the committee, please contact me at 781-899-9177 or RitaLong@attbi.com. While all ideas are

Christmas party - Continued on page 5

A Moving Target

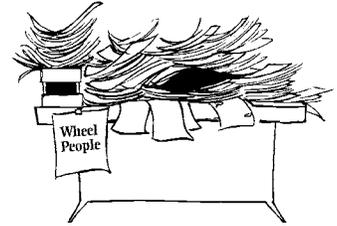
Force of habit is a wonderful thing but if you show up at the CRW Fall Century at the usual time and the usual place, you will be sadly disappointed. At best, you will have to chase very hard to catch your buddies who will be starting the ride at the Acton-Boxborough High School on Route 111 in Acton rather than at the Great Brook Ski Touring Center in Carlisle. The route is the same one you've come to know and love just the starting location has changed. So reprogram your GPS, and join us September 15 for another spectacular century.

The Charles River Wheelmen is a group of active adult bicyclists which sponsors a year-round program to promote joyment of cycling. During the regular season - early to late Fall - at least two ride loops are available every day, designed to be ridden at your own pace. The Sunday rides, are arrowed in advance, and maps or cue sheet 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

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.

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Wednesday Wheelers	Dick Arsenaull	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
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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

For the past two years I have participated in the "Crank the Kanc Mountain Time Trial. This year's edition was truly unique. If you have read my ramblings regarding riding and the weather last December's WheelPeople during the cyclocross season you know that I risked the curses of the gods with my comments when it came to New England weather. Well last week it was payback time! Please excuse the length of this article as this gives me the opportunity to highlight my all-time cycling hero - Andy Hampsten an American pro cyclist who has a number of notable palmares such as winning the Alp d'Huez stage in the Tour. Andy is most famous as being the only American to win the Giro d'Italia. Andy won the Giro in 1988 in one of the most famous stage victories of all time when he survived the day "when the strong men cried" - the Passo de Gavia stage in a raging snowstorm.

Andy's exploits were never far from my mind during the day's events on Saturday May 18th. A few years ago I learned about the Crank the Kanc and wanted to do this event for some time. The Crank the Kanc is a 21-mile uphill time trial sponsored by a North Conway high school mountain bike team. The course heads west on the Kancamagus Highway in the White Mountain National Forest. The race starts near the junction with Rte 16 and ascends to the Kancamagus Pass, which I am guessing is around 2700 feet. As I like to time trail and I like to climb, this event allowed me to do both. Last year was the first time I was able to partake the event. Last year the weather was overcast and cool, but very cold on the descent back to the start (which you must do if you do not have support of a car at the top of the pass to get you back down).

This year the weather forecast the week before did not look promising. For most of the week the forecast called for rain on the day of the race. I kept on trying to convince a friend of mine whose condo I was going to stay that the forecast would be wrong, and I hung on to any scrap of information to support my hope. One Boston TV station thought that the rainstorm would pass to the south of Boston sparing the north of any precipitation. My friend Peter was kind enough to let me stay at his condo regardless as to whether he would participate or not, and for that I am forever grateful as you will see. The day before I anxiously checked out the weather forecast from the Boston Stations on the web as well as from the Mt. Washington observatory. The forecasts stated intermittent rain showers; well, intermittent is better than steady rain I thought! On the ride up on Friday I was

Crank the Kanc

by Rick Hardy

dismayed when the sun continued to shine and the clouds did not roll in fast enough. The storm as it appears would arrive just in time for the race. Talking to Peter during the day he was still undecided as to whether he would stay and race but told me that if he decided to return to Boston, he would still allow me to use his condo. I arrived at his condo in Intervale to find Peter was nowhere to be found and had decided to return to Boston. I was on my own. Awakening at 6:00 Saturday morning the day of the race I was afraid to look out the window and while still in bed strained to hear for the sound of raindrops on the windowpanes. Getting up and looking out the window I found that the roads were dry! By the time I finished shaving the clouds had opened up. The temperature was now hovering around 40 degrees. Not a pleasant prospect! There was really no decision to make, I drove all the way up to North Conway, and I was not going to turn around just to drive back home. My thoughts and resolve at this time centered around Andy Hampsten and Lance Armstrong, Andy in his facing the Passo de' Gavia in the Giro, and Lance during the 2000 Tour de France when he woke up and saw similarly rain and cold conditions for Stage 10 - the Dax to Lourdes-Hautacam stage in the Pyrenees - the stage which essentially won him the yellow jersey for the second time! Like Lance I reasoned all the participants were going to have to face the same conditions so suck it up!

I was only concerned really about two things, being able to warm up adequately without having to wait too long to start in the rain, and more importantly what the descent will be like after the race. As I said last year in dry and cool conditions the descent was uncomfortable when descending at 45-50 mph, to do such in these conditions was not something I wanted to think about. Just in case I prepared a bag with a ton of dry clothes to be delivered to the summit of the pass. I drove to the high school and was not surprised to see the registration table manned and riders registering. By then the temperature was dropping and was now 38 degrees. I was lucky in that I was allowed to bring in my trainer to warm up inside the warm and dry high school. First issued

resolved. I set up my trainer by a window to watch the weather. Now it was starting to snow. While warming up I was conversing with another rider warming up on his trainer and he offered me a ride back down. Second issue resolved. I was one lucky guy!! Some time later we were told that the race organizers were going to have to shorten the course from 21 miles to 17 miles as the Kancamagus pass was covered in snow! The first rider was scheduled to be off at 9:00. My start was 9:17. There was supposed to be a pre-race meeting for all riders at 8:55, I decided to stay indoors as long as possible. You can ride from the high school to the start as it is about 3/4 of a mile, but we were lucky again as the race organizers allowed us to drive and park near the start as to be able to stay as dry and warm as possible. A couple of warm up laps convinced me to don my team windbreaker over my jersey. The rest of my clothes consisted of arm and leg warmers, a helmet cover, and shoe covers, not so much for warmth or protection but more for aerodynamics - (such is vanity and delusion!)

Soon it was my time to be called up to the start, riders going off at 30-second intervals. I decided that I would be more comfortable spinning a high cadence in the little ring especially facing a headwind, incline and the worsening weather. I decided to try to keep generating as much warmth as possible and not to bog down in the big ring. This was a going to be a day of survival more than racing for time. It was all snow now, but the snow at the start was melting when it hit the road.

I was off! It was not long into the ride that my yellow tinted glasses fogged completely up and I was not able to see more than three feet in front of me, my hands despite my thin gloves were wet and frozen to the aero bars. I could not see the bike computer. I was now in my own world for the rest of the race. I was passing people and would only see them when they entered my three feet of vision. Not being able to see anything I would have to listen for the sounds of tires in the rain and now slush in the road. Luckily there were not many tourists out driving on the road today looking at the mountain vistas. Occasionally I would be startled from my own little world when someone would shout words of encouragement from a competitor's support car. Three other riders may have passed me during the race, but it was hard to actually tell. It was somewhat un-worldly not being able to see while time trialing. I had to guess what the incline was and what the gearing shifts should be. When I was running out

Crank the Kanc - Continued on page 11



August, 2002

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: 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 [RFArsen@aol.com] 781-272-1771 day or early evening.

Wednesday Evening Ice Cream Ride

Times: 6:30PM

Description: Scenic rolling roads through the towns of Wellesley Weston and Lincoln at a leisurely pace with the new rider in mind. Bring money for ice cream and pizza after the ride.

Routes: Arrowed rides of approx. 16 and 20 miles

Leaders: Gabor Demjen, 617-266-8114(W), 781-237-0602(H); Eric Evans [Eric.Evans@morganstanley.com] 617-478-6559(W), 617-901-3958(H)

Start: PLEASE NOTE NEW START LOCATION (ride no longer starts at former Grossman's parking lot on Rt 16). River

Street Lot in Wellesley behind Papparazzi and Mark's sandwich shop. Parking is limited at the river street lot and you may want to have a few other parking options in mind. Please call Gabor or Eric if you have any parking questions.

Directions: From 128 north or south, take Rte 16(Washington street) west/Wellesley exit 3/10 of a mile, Cross traffic light and take a left onto River Street just before the Sunoco gas station, parking lot is on the right.

Wednesday Fitness and Masters Ride**

Times: 6:00 PM Sharp! starting April 10.

Description: This Fitness Ride offers you the opportunity to ride with others in a paceline format. Groups of not more than six riders will be started at intervals of two minutes. This ride also welcomes masters riders who would like to ride with their peers. We encourage waiting for others to catch up if you happen to become separated. You will ride scenic rolling roads through Needham, Dover, Sherborn, and Medfield. Along the route we pass many historic farms, as well a lovely waterfall on the Charles River. Total climbing for the long route is 1475 feet.

Routes: Arrowed routes of 14, 23, or 28 miles. Cue Sheets available.

Leaders: Dave McElwaine [McElwaineD@aol.com] (781-821-8643), Mark Dionne [crw @ markdionne.com] (617-965-5558), Fred Kresse [drz@xpres.net] (781-444-1775), and Siobhan Spillane [siobhansp@aol.com] (617-364-4891)

Start: Saint Sebastian's School at the corner of Greendale Ave. and Great Plane Avenue, Needham.

Directions: From Routes 128/95, take the Great Plain Avenue Exit #18 and head west towards Needham. The school will be immediately on your left. Please park as far from the school buildings as possible. If you can ride to the school, it would be appreciated to minimize the number of cars.

Note: Lights are recommended in early April and late September. This ride will only run in the months during daylight savings time. Coffee at Starbucks in Needham after the ride.

Thursday - Fitness Ride at Hanscom Field**

Times: 6:00 PM SHARP!

Description: The short ride winds through Bedford, Concord, and Carlisle. The long ride of rolling hills adds Westford and Chelmsford. With the help from some other volunteers from CRW, the fitness ride will have people available to lead intro/easy pace group as well as a paceline group.

Routes: Arrowed routes of 16, 26 and 36 miles.

Leaders: Peter Mason [pbmason@attbi.com] (781-646-5106)

Start: LG Hanscom - General Aviation Airport.

Directions: Rt. 128 to Exit 30B (Rte. 2A West)- do not take exit for Rt. 4/225 which also says "Hanscom Field" on the sign. Go on 2A West for 1.5 miles until you come to the blinking light. Turn right at Airport Road into Hanscom Field and follow signs for the General Aviation Airport.

Friday TGIF Unwinder

Times: 6:30 PM First ride of the season May 3

Description: A club ride that provides something for all tastes. There is usually a fast group riding paceline while others tour at a slower pace. The ride winds through the back roads of Concord, Carlisle, Acton and Chelmsford and is conducive to both the fitness rider and those out to enjoy the scenery. It is a great way to end the workweek and there is always a group going out for dinner after the ride. Ice cream is optional.

Routes: 18, 24 and 28 mile rides. Fully arrowed, cue sheet and map.

Leaders: Steve and Kate Mashl [smashl@att.net] (978-244-0286)

Start: The library parking lot of the Bedford Town Hall/High School/Library complex on Routes 4/225/62 in Bedford Center.

Directions: Take 4/225 west from 128 through Bedford Center. Just before Route 62 splits off to the left, you'll see the driveway on the left.

Saturday Morning Fitness Ride at Nahanton Park**

Times: 8:30 SHARP! This ride runs all year 'round. Plus March through September - An Early Loop starting 6:30 AM, 33 miles, back in time for the main ride.

Description: You will ride scenic rolling roads through Needham, Dover, Sherborn, and Medfield. We usually try to start people in bunches of about 10 riders, grouped by distance (28/42 miles) and (very roughly) by speed. Often each group ends up breaking into smaller bunches. We do encourage people to "wait up" a minute after certain hilly sections. The routes are arrowed so that you can find your way alone. This ride is for intermediate to advanced riders. The slower groups probably average 15-16 MPH, and the fast groups often average over 20 MPH. Most people do the ride to get a good workout.

Even if you don't keep up for the whole ride, hanging on for as long as you can is a good way to get stronger! Don't be late. At 8:30 we're gone.

Routes: Three routes, cue sheet and arrows: Long Route - 42 miles Medium Route - 28 miles Short Route - 19 miles

Leaders: Dave McElwaine [McElwaineD@aol.com] (781-821-8643) or Mark Dionne [crw @ markdionne.com] (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. (There is another entrance to Nahanton Park on Winchester St. Don't go there!)

Sunday Morning Fitness Ride - South Shore Coastal Loop**

Times: 7:00AM

Description: Are you looking for a ride with shady, quiet roads, beautiful scenery

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

Routes: Arrowed routes of 37 and 50 miles. Maps and cue sheets available in addition.

Leaders: Carl Howerton [carl.howerton@fmr.com] (781-837-9777) Jim Hill [jhill@cs.umb.edu] (781-337-5394)

Start: Park'n'Ride lot, Rockland

Directions: Take Rt. 3 to Exit 14 (Rt. 228) in Rockland. Turn left at end of exit ramp and park in the Park'n Ride lot. You won't regret setting the alarm. Call to confirm. Space unlimited.

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

Christmas party - Continued from page 1

welcome, ideas are far more likely to be implemented if the person contributing the idea is a committee member.

Rita Long
Social Committee Chair

Letter to the Editor

If you find yourself in the San Diego area and need to go for a ride, contact San Diego Bike Tours at (619) 238-2444. They offer free delivery and pick-up, maps, and bikes that are in excellent condition. I was in San Diego on business recently and the service was great. The free delivery and pickup at your hotel, and storage, can be worked out with the bell captain. I rented Specialized Allez Sport for 2 days and got in great rides along the Pacific coastline. The bike shop switched the pedals to match my cleats and would do anything to make the rental easy and the riding enjoyable. I could not have been happier with the service or value. If you have the time, you should ride when in the San Diego area and this is the way to do it. For your first rental, you may wish to visit the shop to make sure you get the right size frame, etc.

Bob O'Regan

Thirty Years of TOSRV-East

by John Springfield

In June 2002 I rode my 30th TOSRV-East. Based on the original TOSRV in Ohio, this TOSRV stands for Tour of Scenic Rural Vermont. It was started in 1972 by AYH (most notably, Donna Haines) to allow the folks out east the chance to participate in a 200-mile weekend ride. I missed the 1972 ride (I lived in Illinois at the time), but I have ridden every TOSRV-East since.

The route of the ride has changed several times over 30 years. Originally it started by spending Friday night in a converted barn in Rawsonville, then riding 107 miles up Route 100 to Waterbury Center. Saturday night was spent at the ski hostel, and then we returned by the same route on Sunday. After about 20 years the route started in East Jamaica, and ended in Waterbury. Now the route starts in White River Junction, heads southwest, joins Route 100, and ends in Waitsfield. The original route went over Terrible Mountain, south of Ludlow. Many a year I ended up walking up the 10% grade on the second day. The current route seems to suit my riding style (slow and steady) just fine.

What has changed over 30 years? A lot and very little. I still manage to finish the route in about 9 hours. I'm a lot smarter when it comes to conserving energy on the hills, eating right, and drinking continuously. Most (all?) of the country stores are still there, but most have changed names and owners several times. Route 100 is still pretty much the same. No chain stores or over-commercialized ski areas. I remember that the pavement in the old days seemed to be quite narrow and sometimes very rough.

The weather is the most changeable part of the ride. The temperature has ranged from 50 to 105 degrees. Some years it rained the whole weekend, and others it was unbearably hot and humid. And then there were years with the weather was perfect, and you could truly enjoy the mountains, the people, and the small farms.

How many more TOSRV's will I do? I'd like to do 50 if possible. I'd only be 73 in 2022. Still young enough to enjoy long-distance touring, right? Many the wind always be at your back.



August 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.

Wellesley

Saturday - August 3

Times and Routes: 11:00 AM for 22, 26 & 36 miles

Ride Type: Arrowed

Leaders: Gabor Demjen (617) 266-8114 (work) (781) 237-0602 (eves.)

Highlights: Moderately rolling to flat roads with a quick downhill to finish through the scenic towns of Wellesley, Weston and Lincoln. The longest route adds Sudbury and Wayland.

Start: Wellesley High School

Directions: From Rt. 128, north or south, take Rt. 16 west/Wellesley exit. Proceed west on Rt. 16 past the intersection with Rt. 9 (at about 1.1 mile), and then past several (2 or 3) traffic lights. After the traffic light at the intersection with Rockland/Forest St, Rice St is the next left. Turn left on Rice, and after a short distance the High School will be on the left.

Seventh Biennial Southwest Passage (CCW)

Sunday - August 4

Times and Routes: Long (55 miles) 9:30 AM, & Short (35 miles) 10:30 out of Framingham on rolling terrain.

Ride Type: Arrowed, Standard White Arrow with head and tail.

Leaders: Joe Repole (508 879-6340) & Stacie Barker (978 440-8233)

Highlights: The short ride heads southwest out of Framingham thru Ashland, Southborough, Hopkinton and Upton. The long ride adds Northbridge, Mendon and Uxbridge. The lunch stops are in Upton. Most of the ride is on residential and rural tree shaded back roads with few traffic lights. Points of interest include a golf course, goats, Charlie Chan's summer home, Whitehall State Park, sheep, scenic brooks, Upton State Forest, horses, farms and the Ashland Town Forest.

Start: Framingham, 15 Gryzboska Circle

Directions: From the Mass Pike take exit 12. Take Route 9 East to Temple St. (2nd traffic light). Right on Temple St. to end. Right on

Salem End Rd. First right is Gryzboska Circle. Park on Gryzboska, not Salem End Rd.

Scenic Byways of the Mid-North

Saturday - August 10

Times and Routes: 9:30 for approx. 54 miles; 10:00 for approx. 35 miles.

Ride Type: Map and cue sheet; possibly arrowed.

Leaders: Sarah Weaver, svw@attbi.com; 978-664-1370 before 9:00 p.m.

Highlights: Serene back roads, farmstands, and lakes of the northern burbs. Enjoy lunch at Ingaldsby Farm and commune with the goats and piggies. We'll explore some less-traveled routes along with scenic favorites. Short ride tours North Reading, North Andover, Boxford, Middleton. Long ride adds Groveland, West Newbury. Lunch note for long riders: There are not many food options before Ingaldsby Farm at 34 miles, so bring enough snacks to keep you going.

Start: Ipswich River Park, North Reading

Directions: From Route 93, take Exit 39/Concord Street toward North Reading (a right off the exit if you're heading north). Bear right at the stop sign (1.3 mi); cross Rt. 28 at the light; bear right at stop sign onto Park Street/Rt. 62 (1.8 mi); turn right onto Central Street (2.5 mi); turn left into park. These mileages are cumulative.

Have-a-Hill?

Sunday - August 11

Times and Routes: 9:30 for 63 mi, 10:00 for 35 mi

Ride Type: Arrowed with cue sheet and map

Leaders: Martin Serman (617-720-0875) mdsterman@yahoo.com, Co-leader: Lenny Sullivan (978-689-2884) lpsullivan@attbi.com

Highlights: Have-a-Hill - That's Brooklynese for Haverhill. A NSC classic morphs into an entirely new CRW route. Join your northern brethren and sisthrens to rock & roll through the rolling hills of Rockingham County, NH.

Quiet, scenic rural roads, hills, and no sales tax make this a particularly rewarding cycling experience. Goes through a bunch of towns I never heard of like Atkinson, Newton, Kingston, Hampstead. Long ride adds Brentwood, Danville, and Sandown. Limited food opportunities, particularly on the long ride.

Start: Haverhill High School, Monument St., Haverhill Just off 495, it's easier to get to than you might think.

Directions: From Rte 495 north, take exit 50. At end of ramp go straight across Broadway onto Monument St. From Rte 495 south, take exit 50. At end of ramp take a left onto Broadway, then take next left onto Monument St., then go straight through 4-way stop. Haverhill High School is on the right.

Mean Streets: Boston Proper

Thursday - August 15

Times and Routes: 6:30 P.M. for about 10 diverse miles

Ride Type: Urban Evening ATB - follow the leader

Leaders: Charles Hansen W: (617) 572-0277 velotrain@peoplepc.com

Lowlights: Explore the financial district, Chinatown, Fort Point Channel area, Southie and downtown waterfronts and the North End.

Start: Boston - City Hall Plaza at the Government Center T station.

Directions: Corner of State, Tremont and Cambridge streets

A Carl Isle Ride

Saturday - August 17

Times and Routes: 10:30 AM for either 25 or 37 miles

Ride Type: Queue Sheet and Map Provided; arrows if it gets arrowed

Leaders: Mike Hanauer (978-318-1980, MG Hanauer@alumni.uml.edu) and Jim Broughton (781-944-9499)

Highlights: Lots of low traffic country roads with not a single traffic light. Working cranberry bog and dairy farm plus lots of trees,

cows, goats and pasture cookies. Routes have few and only kinder and gentler hills. There will be a PARTY at Mike's after the ride. You may camp overnight if you wish to be close to Jack and Susan's for the following days ride. Bring a tent with mosquito netting. The house borders conservation land, so bring some sneakers if you might like to explore the many trails. Bring cross country skis if it should snow -- snow in August may be just as likely as in February.

Start: Mike's Place, 200 Long Ridge Road, Carlisle MA. Please park on Long Ridge Road if you drive.

Directions: FROM CONCORD CENTER: Take Monument Street past the Old North Bridge; it becomes River Road in Carlisle. Turn left onto Nowell Farme Road 4 miles from Concord Center (at the four way intersection, it's Skelton on the right). Take the second right onto Long Ridge Road. Go to the end, Mike's Driveway is on the left. FROM BEDFORD CENTER (and Rt 128/95): Take 225 West toward (through Bedford then) Carlisle. Just after crossing the Concord River (and entering Carlisle), take the next left onto Skelton. Go straight across River road onto Nowell Farme Road. Take the second right onto Long Ridge Road. Go to the end, Mike's Driveway is on the left. FROM CARLISLE CENTER: Take Route 225 (Bedford Road) East toward Bedford, but bear right onto River Road 1.5 miles from Carlisle Center. Turn right onto Nowell Farme Road (at the four way intersection, it's Skelton on the left). Take the second right onto Long Ridge Road. Go to the end, Mike's Driveway is on the left.

Apple Pi Ride

Sunday - August 18

Times and Routes: 9:30 for 35 miles and 50 miles.

Ride Type: Arrowed (upside down greek letter pi)

Leaders: Jack Donohue & Susan Grieb (jdonohue@world.std.com or 781-275-

399) before 9PM) Party at leader's home after the rides.

Highlights: The short ride goes through Concord, Acton, Littleton, Westford, and Carlisle. The long ride adds Stow and Harvard. The long ride passes an impressive array of apple orchards, while taking in a few hills.

Start: Parking lot across from VA Hospital, Springs Road in Bedford.

Fall Century

NOTE NEW START POINT



The Charles River Wheelmen
On the Roads of New England Since 1966

The Charles River Wheelmen

Souhegan River Tour

Sunday

September 15, 2002

Event held Rain or Shine

Join The Charles River Wheelmen on one of four beautiful and very scenic tours through Groton, Pepperell and Dunstable. The century route travels on back roads through Lunenburg then north along the Souhegan River to Wilton NH and back through Brookline NH.

START - Acton-Boxborough High School, Rte 111, Acton MA.

From Boston, take Rte 2 West past the rotary to the first Rte 111 exit. This is a left lane exit just past the traffic light after the rotary. Continue straight at the traffic light, crossing Rte. 27. The high school is just past the traffic light on the right.

From the West, exit Rte 2 at Newtown Road, the first exit east of Rte 495. This becomes Central St in Acton. Continue on this until the first traffic light at Rte 111. Turn left. Continue about a mile to the high school on the left.

TIMES - 8:00 - 100 miles *Full Century*
9:30 - 62 & 50 miles *Metric & Half Century*

Please arrive at least 1/2 hour prior to the start for a mandatory pre-ride meeting. All riders are required to register and sign our liability waiver.

COST - Pre-registration: CRW members - **\$8.00** Non members - **\$10.00**
Refunds available until September 7, 2001
Day of the event: CRW members - **\$12.00** Non members - **\$15.00**

- Fully arrowed routes with CRW precision with a map and cue sheet for each ride
- Water & food stops on the longer routes
- CRW water bottle for all entrants
- Technical and mechanical support

Please arrive at least 45 minutes early if you want your bike checked before a ride



PRE-REGISTRATION FORM

This form must be received by September 7, 2002

There are no confirmations sent, once this form is mailed you are automatically registered.

Name _____ Phone _____

Address _____ City _____

State & Zip _____

Which Ride do you intend to complete: 100 62 50 25

CRW Member - \$8.00 Non Member - \$10.00

Please include your check made out to CRW and mail with this completed form to:

CRW Century, Jack Donohue, 26 Fox Run Rd., Bedford MA 01730

Total Enclosed

Directions: From 128 Take Rt 4 north to Bedford Center. Turn right on Springs Rd. Follow signs for VA Hospital / Middlesex Community College. Meet at first parking lot on right.

A Sterling Ride from Sudbury

Saturday - August 24

Times and Routes: 9:30 AM (one start time - one speech - but groups separated by several minutes) for 67, 45, or 27 miles.

Ride Type: arrowed (yellow small letter "b") with cue sheets.

Leaders: Mike Byrne, (978) 443-8999, raddad47@aol.com.

Highlights: Long ride circumnavigates Wachusset Reservoir clockwise. Work up an appetite on the Green St. hill, lunch at the Old Stone Church on the shores of the reservoir or in Sterling, work that off on a few more hills, followed by an ice cream? Back through Lancaster, Bolton (up one more hill and past the winery), Hudson, Stow & Marlboro. Medium ride avoids the reservoir, going north through Berlin Center (lunch stop), re-joining long route in Bolton. Short ride meanders through some of the less traveled roads of Sudbury, Framingham, Southboro, Marlboro, Hudson & Stow. All rides pass the Farside (Wayside) Inn & Grist Mill going out and back (possible lunch stop on the way back for the short ride).

Start: Ephraim Curtis Middle School, Pratts Mill Rd. (just off Peakham Rd.), Sudbury.

Directions: From Rte. 128/I-95, take Rte. 20 West (towards Marlboro) thru Weston to Wayland. Turn right in Wayland Center onto Rte. 27 North, go past Wayland Country Club, across Sudbury River and up hill into Sudbury Center (churches, town hall). Stay on Rte. 27 North thru traffic lights (crossing Concord Rd.), then left onto Peakham Rd. (first left after lights). Go straight at first stop sign (Old Lancaster) and turn right at second stop sign (Pratts Mill). Curtis Middle School immediately on right.

North Shore Coast to Coast

Sunday - August 25

Times and Routes: 10:00 AM for 57 miles, 10:30 AM for 36 miles

Ride Type: Arrowed, plus cue sheet and maps

Leaders: Arnold Nadler, 978-745-9591, ardnadler@aol.com

Highlights: Enjoy some of the prettiest bicycling near Boston. Flat to rolling terrain on generally quiet roads, plus lots of historic architecture. Long route goes "coast to coast" from Beverly to Newburyport, with lunch overlooking the Merrimack River. Short route goes as far as Rowley, with lunch in Topsfield.

Start: Montserrat Commuter RR Station.

Directions: Rt. 128 to Exit 19 on the North Shore. This exit is about 9 miles northeast of where I-95 and Rt. 128 split in Peabody. Right on Brimbal Ave. south about 1 mile. Right on Rt. 22 southwest 0.1 mile into RR Station parking lot.

Burnt Swamp Boogie

Saturday - August 31

Times and Routes: 10:00 A.M. for your choice of 34, 55, or 75 miles of scenic but hilly back roads.

Ride Type: Cue Sheet

Leaders: Rich Fields, 781-272-3801, richfields@attbi.com

Start: Dover/Sherborn Regional High School

Directions: From Rt. 128 take Rt. 109 West to Medfield Center. Make a right at the light onto North St., in about 1 mile stay right at the triangle, then in about .8 mile bear left onto Farm St., then in .7 mi make a left on Junction St. The High School and parking lot will be on your right.

Highlights: Very quiet back roads with lots of great water towers and eventually the burnt swamp in Rhode Island. Ride includes Franklin, Medfield, Norfolk, Plainville and Woonsocket R.I. to name a few. A perennial favorite.

CRW Trips

V-ATE

Tour - Vermont - Around The Edges

August 16-25, 2002

This tour allows fellow Vermont lovers to spend nine days riding in their favorite state, while circumnavigating it in a counter-clockwise direction. After staying in Brattleboro Friday night, we cycle north for three days along the Connecticut River to Canaan in the Northeast Kingdom. We ride west, staying just south of the Quebec border and then down the beautiful Lake Champlain Islands. A short day gives us most of an afternoon to explore the urban pleasures of Burlington. We follow the western edge of the Green Mountains to Rutland and Bennington, ending the tour with a 19 mile downhill into Brattleboro, surely one of the longest east of the Rockies. Daily averages are 60-75 miles, with most of the climbing on the east-west days. The \$810 tour fee includes nine nights lodging, four breakfasts, nine lunches, several Happy Hours, two dinners, maps and cue sheets, T-shirt and sag support. Maximum of 18 riders.

Contact leader Charles Hansen(H: (617) 734-0720, W: (617) 572-0277, velotrain@peoplepc.com) for info or to register. Please make check payable to the Charles River Wheelmen.

Estrie Explorer

August 30 - September 2, 2002

The Eastern Townships of Quebec, known in French as Estrie, are little visited by American cyclists but provide a wealth of great riding opportunities.

Estrie is the area just north of the Vermont border and was largely settled by Tories fleeing the American Revolution, and it is still the most English-oriented of Quebec's many regions. We'll be staying at the Hotel Cheribourg resort near Mont Orford Parc and just outside the lively town of Magog, which has excellent freeway access from the US (~4 hours from Boston). There will be several options for rides available, generally in the 50-80 mile range, although shorter (and longer) alternates can be worked out. The featured ride on Sunday will be a challenging 80-mile loop around Lake Memphremagog to Newport, Vermont and return, with excellent scenery. There is also an extensive mountain bike network in the park. The \$175 fee includes three nights lodging, three American breakfasts, two happy hours, cue sheets, an excellent bilingual cycling map of the region

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and a Magog-Orford area map.

Contact leader Charles Hansen(H: (617) 734-0720, W: (617) 572-0277, velotrain@peoplepc.com) for info or to register. Please make check payable to the Charles River Wheelmen.

Downeast Maine

September 24-29

Enjoy the scenic Maine coast in early fall. We'll meet in Portland on Tuesday night, then take three days to ride to Bar Harbor, with overnight stops in Wiscasset and Belfast enroute. Some highlights along the way include LL Bean, Moody's Diner, Camden harbor and Penobscot Bay/Fort Knox. Then we'll have two days to enjoy one of the most beautiful bicycling places I've ever been to -- Acadia National Park, with its wonderful scenery of mountains and ocean. In addition to road cycling, other Acadia options include renting mountain bikes for the carriage trails, and hiking. First three days average about 60 miles/day, staying off of Rt. 1 wherever feasible. Acadia options are up to about 65 miles. Mostly flat to rolling terrain, with some hills. Optional: Cycle to the top of 1,530 foot Cadillac Mt., the highest point on the U.S. east coast. Trip fee of \$450 includes five nights hotel/motel lodg-

ing, five days lunch food, some breakfasts, sag van support, return transportation from Bar Harbor to Portland on Sunday, T-shirt, and maps and cue sheets.

Leader: Arnold Nadler, 978-745-9591, ardnadler@aol.com. Co-leader, Jack Vergados, 508-799-0377.

Other Trips

Northern Vermont Labor Day Getaway

August 30 - September 2

Enjoy three days of bicycling through the quiet, bucolic countryside of Vermont's Northeast Kingdom. Rides of approx. 30-65 mi. each day. Stay in a charming B&B overlooking spectacular, idyllic Lake Willoughby. Low gears and helmets strongly recommended. Cost of \$190 per person (double occupancy) includes 3 nights lodging, 3 hearty breakfasts, 2 multi-course dinners, happy hour snacks, maps, cue sheets, and access to canoes on the lake. Leaders Robin & Bill Inman (781 324-8826 before 9:00 PM; rock-rob@att.net).

Tour de Brew Weekend

September 20-22, 2002

A scaled down version of the original six day Tour de Brew, this is a great weekend for aficionados of good beer who love to bike. We will be staying in quaint Brattleboro, Vermont, home of two micro-breweries, and cycling from there. The art deco Latchis Hotel in downtown Brattleboro where we will be staying is home of the Windham Brewery. We'll meet there Friday night to get acquainted and sample some brews. Saturday, we'll ride scenic backroads of Southern Vermont and western Massachusetts, with an apres ride happy hour and dinner at the hotel. Saturday's ride will be roughly 60 miles with a shorter ride on Sunday.

Trip cost of \$95/person includes two nights lodging, double occupancy.

Limited to 16 participants.

This trip is sponsored by the Appalachian Mountain Club[www.amcboston.org/comm/bicycle/index.html]

To register, contact leader Jack Donohue or coleader Avram Baskin.

Jack Donohue, jdonohue@world.std.com, 781-275-3991

Avram Baskin, avrambaskin@attbi.com, 781-891-4963

Cassandra's Riding Wisdom

Itching for advice but too embarrassed to scratch? E-mail your cycling life and love questions to cassandra@crw.org

In the tradition of Ann Landers, coupled with a cycling twist, Wheelpeople announces its very own advice column. Cassandra is stepping in to share her riding wisdom and answer member questions about life and love in the saddle.

Dear Cassandra,
I've dated every member of the opposite sex in the club but I've yet to meet my soul mate. Should I join a new club?
Mateless in Marlborough

Dear Matey,
While CRW stands for Charles River Wheelman and not Cruising for the Right Wife, there are distinct advantages from the romance angle to remaining with the club. One is that there are new members each month -- often referred to, much to Cassandra's disdain, as "fresh blood". Another is that

weekend rides often pull in cyclists from outside the club, providing an excellent opportunity to meet and greet new riders. Of course, the club also offers opportunities to volunteer and meet other members in a different light, like at century sign-ins or water stops, board meetings or social gatherings. Don't give up the ship.

Dear Cassandra,
What is the best way to remember that my bike is on top of the car before I pull into the garage?

Chris
Newton

Dear Chris,
Numerous tired cyclists pull into their driveways pining about a shower and a pizza, and forget that most of their weekly paychecks have gone into the machinery strapped atop

their car. Alas, though Cassandra cannot recommend any best way to recall what you cannot see above you, she does have some suggestions:

- Mount a giant mirror to the outside of the garage door.
- Attach a flag emblazoned with a bicycle to the bottom of your garage door so as it rises, a reminder flaps at you.
- Duct tape the garage door opener to your handlebars before putting your bike up on the rack.
- Turn off your cell phone and radio when you turn onto your street and listen for the first hint of crunch.

If all these fail, Cassandra hopes the neighbors aren't watching and that the local bike shop is still open to repair the damage and sell you a rear-mounting rack.

Little Jack's Corner - by Jack Donohue



The catch phrase for this article is "assume nothing."

I had agreed to help Ken arrow part of the Climb to the

Clouds route. He was starting from Lincoln at a somewhat ungodly hour of the AM, so I elected to leave later, cruise by the start in Concord and put down the first arrows, then catch them along the way. Sounds like a foolproof plan. I even made sure what the arrow design was, and went so far as to copy the cues for the first ten miles or so from the web site, just in case.

Despite the fact that I had done Climb to the Clouds a number of times, and maybe even helped arrow before, I had absolutely no clue as to where it went, besides the obvious fact that it starts in Concord and ends on the top of Mount Wachusett.

As it turned out, I got up rather early that day, and decided to be a good doobie and start out earlier than planned. I got to Concord, and started refreshing the old arrows. After a while I realized that Ken had said I'd only need to put down about four arrows until I joined the route they had arrowed, and I still hadn't seen any fresh arrows. So I must be ahead of them. Well, I figured I might as well just carry on and they would catch up with me eventually. This was the first mistake. I got to a point where there was supposed to be a left turn according to my cue sheet (which was pretty close to running out as we neared mile 10). The two streets in question were correct (a rare

spot in Massachusetts where they actually had street signs), but there was no evidence of old arrows either before or after the turn. So I figured maybe the route had changed, and pressed on to the next intersection. This was about two miles away, and also bereft of arrows. So I turned around and went back to the turn in question, figuring by now Ken and crew would have caught up. No new arrows this time either. So I figured the best thing to do was to backtrack to Concord and try again.

I thought about trying to follow my arrows in reverse, but determined this was bound to end in tears. So I found Concord Road, and decided to take it. The locals do their best to confound and confuse the hapless visitor, but many of these roads were named in Revolutionary times, when the major goal was not to see how many tourists you could get lost, so they gave roads names generally indicating where they went. So, Concord Road, I reasoned, would eventually get to Concord. This did in fact work out, and soon I picked up the arrows for the return route, which I refreshed as I headed back to the high school.

So I started the second lap, following my own arrows thinking I better find some arrows not my own pretty soon. Sure enough, when I got to the fatal intersection, there they were, brand new arrows! This was going to work out after all. So for a while I had the pleasure of following a personally arrowed route, with the paint not yet dry.

On many of my rides, there is a point where a pleasant ride turns into an ordeal. This turning point happened as I was pushing hard in the big ring up a big hill and the chain fell off. My foot came out of the clip,

the crank locked up, and we had a classic Artie Johnson FDGB(*).

I had just been thinking that I had a long stretch lately FDGB free. Coming from an Irish background, this is known as putting a "bad eye" on it. So naturally I was punished for my impertinence.

I made my classic four point landing, ankle, knee, hip and elbow. My elbow had swollen up the size of a golf ball, which, all things considered, wasn't too bad, since on my last FDGB it had swollen up the size of a tennis ball. My chain seemed to have done a few revolutions without the wheel and freewheel following suite, so it took quite a bit of tugging and swearing to free it again, by which time both hands were totally filthy. But I soldiered on, in the vain hope that even now I would catch them and do my arrowing duty as promised.

But it was not to be. I followed the arrows without difficulty into Bolton. Then I followed a left arrow off of 117 that went nowhere. Ken neglected to tell me that they weren't in fact planning on arrowing a continuous route, since of course I would have caught up to them by now.

So I turned around and headed back on 117 with my tail between my crankarms, put down a few more return arrows when I blundered on the route again, until I ran out of paint, and headed home.

In the instant replay of this whole fiasco, it is evident that there was probably only one way that this could have not worked out, and I managed to find it. Murphy's Law is proven true again!

* "Fall Down Go Boom" for those of you who tuned in late

WELCOME NEW MEMBERS

Joanne Archambault	Cambridge	Russell Harris	West Boylston	Richard Quadrini	Charlestown
Nanci Barker	Belmont	Bill Henke	Belmont	Gary Ruuska, Anna Ruuska	Gardner
Joyce Bell	Waltham	Eileen Hopkins	Belmont	Michael Salerno	Waltham
Janice Biederman	Belmont	Kenneth Izyk	Brockton-West Side	Cary Savage	Jamaica Plain
Joy Brown-Sackrison	Melrose	Ed Kaczor,	Brookline	Jamie Schier, Mary Schier	Sudbury
Timothy Butler	Boston	Susan Schoenhals		Sharon Silverman	Jamaica Plain
Heather Clish, Clary Clish	Medford	Frank Maloney	Dorchester	Robert Stachel	Arlington
Ray Coffey	Somerville	Sarah Marcus	Somerville	Debie Stamper	Boston
Arlene Deardorff,	Bedford	Henry Marcy	Reading	Robert Stefanik	Littleton
Evan Deardorff		David Mathews	Melrose	Geoff Stilwell	Cambridge
David Eisenberg	Needham	Jeffrey Meese	Cambridge	Sharon Teitelbaum,	Watertown
Thomas Francis	Needham	Andrea Nardini	Franklin	Jonathan Bockian	
Pasquale Freda	Cambridge	Jennifer Orosan	Hyde Park	Janet Tortora	Westford
Marc Goldsmith	Natick	Phillip Peterson	Winchester	Stefanie Van Pelt	Cambridge
Alison Goulder	Newton Corner	Carey Pierce	Newtonville	Louisa Ward, Rick Ward	Arlington
Nancy Greenhouse	Newtonville	Alice Poltorick	Watertown		
Natalie Haight	Boston	Bill Pryor	Needham		

June Mileage Totals

7	7	4	1	0
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Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Gerald Goode	6886	-	-	-	Doug Cohen	1563	1	-	-	Harry Wolf	349	-	-	-
Bruce Ingle	5861	5	4	3	Ed Hoffer	1514	-	1	-	Phyllis Mays	346	-	-	-
Robin Schulman	5808	3	3	2	Peter Knox	1425	2	1	-	Jeff Luxenberg	326	-	-	-
Tod Rodger	5083	3	3	2	Joan Dolinsky	1422	2	-	-	George Caplan	311	-	-	-
Jack Donohue	4863	-	-	-	Dan Pratt	1352	3	-	-	Cynthia Zabin	200	-	-	-
Don MacFarlane	3775	2	-	-	Jim Broughton	1188	-	-	-	Tracy Ingle	110	-	-	-
Mike Kerrigan	3201	1	2	1	Elaine Stansfield	1063	1	1	-	Jacob Allen	104	-	-	-
Richard Dweck	2963	4	2	-	John Allen	1009	-	-	-	Jared Luxenberg	94	-	-	-
Bill Widnall	2947	6	6	-	Butch Pemstein	990	-	-	-	Ed Trumbull	81	-	-	-
David Wean	2757	3	-	-	Jim Goldman	935	-	-	-	Katie Caplan	22	-	-	-
Dick Arsenaault	2527	1	1	-	John Springfield	868	1	2	-					
Irving Kurki	2465	3	1	-	Cynthia Snow	682	-	-	-					
Joe Repole	2350	6	6	-	Greg Tutunjian	635	-	-	-					
Larry Dolinsky	1897	2	1	-	John Kane	575	-	-	-					
Nick Linsky	1882	2	1	-	Lyn Rodger	507	1	-	-					
Gabor Demjen	1853	1	-	-	Elisse Ghitelman	479	-	-	-					
Joel Parks	1712	-	-	-	Emily Wean	430	2	-	-					

Mileage Table Explained

Miles are year-to-date totals. The M column indicates the number of months the rider reported completing a metric century. The C column shows the number of months with a hundred mile century, and the K column is the number of months with 1000 or more miles.

Report mileage by the fifth of each month to: Ed Trumbull, 19 Chase Avenue, West Newton, MA 02465 (617) 332-8546.

Crank the Kanc - Continued from page 3

of gear I would shift up and when getting bogged down I would shift down. I could not feel much, when attempting to shift I found that it was very hard to move my arms from the aero bars to the hoods. Snow had actually accumulated on my forearms! All that you could do was keep the legs moving to get the race over and to generate some heat. After some time as the road begun to rise steeply upward some figures appeared on the side of the road. The shortened finish was near. I was told to look for the blue tent in the side parking lot coming up, getting out of my saddle climbing the last few hundred yards was an experience, my arms and legs felt locked in place, my arms felt very strange on the hoods as I climbed, the sensation was like the width of my bars were much too wide for my arms! I managed to pass a couple of more people in those last few yards. I was able to locate the couple that offered me a ride down. Taking off my clothes I noticed that the leading edge of my helmet, clothes and bike were encrusted with snow! In a very short time I was shivering uncontrollably. We piled into the car with the heater full blast. It was difficult to talk due to the shivering. Driving back down we could see people still ascending, some in just shorts!! More unbelievably was passing riders descending in the snow and slush!! On a dry day, descending at 40-50 mph is cold, I could not imagine doing it in these temperatures and wet conditions. Unfortunately hot showers were not available at the

high school, so I drove back to Peter's condo for a shower and to get warm. In this race I only managed fourth for the Masters. On the drive home there was snow still clinging to any high points on Rte 16. Radio forecasters called the storm a Nor'easter, and the storm set a record as the latest recorded snowfall in the region. Most of my teammates in the BRC were going to race the Sunapee road race that day. Later I found that the race was cancelled because of snow as well. I can't wait to try it again, maybe in warm weather!

For those of you interested attached below is Andy Hampsten's description of his ordeal at the Passo d' Gavia, maybe you then can appreciate how it inspired me on Saturday.

It can be found at: <http://www.geocities.com/TheTropics/8951/rides.html#andy>

Portrait: Andy Hampsten's career started at his 12th birthday. The son of 2 English professors at the local university in Grand Forks, North Dakota, got his first road bike and from that moment he was infected by the cycling virus. In the library he began to seek articles about cycling in foreign newspapers. And he was angry about the US-TV stations, which took no notice of cycling. In the summer of 1977 he did his first race in Cambridge (England) where he spent his holidays. Back in the States he started smaller races, had success, was discovered by the American cycling federation and be-

gun with the amateur sport. In 1985 Andy signed his first pro-contract with the new founded American team, Seven Eleven (later Motorola and USPS). The Europeans didn't take them seriously. After the Tour of Italy their critics became silent.

Seven Eleven won 2 stages; one was a victory by Andy at a mountaintop finish where he beat all European climbers. The following year he went to Bernard Tapie's cycle-dream-team La Vie Claire. He won the Tour de Suisse and finished the Tour de France as the best young rider on a 4th place behind his two captains Lemond and Hinault. His career highlight was the Tour of Italy in 1988. "On a day when strong men cry" (Alain Piper, Ex-cyclist) he writes cycling history during a legendary stage over the Passo de Gavia. He took the Maglia Rosa under unbelievable conditions in a snowstorm and he didn't lose the lead until the finish in Milan. After he won the Tour of Italy he tried to fulfill his dream from a Tour de France victory. He was known as a bad time trialist. So the following years he tried to improve his weakness and changed his training program. But he lost his climbing ability and had no success. As he accepted that he couldn't win the Tour and he remembered his old strengths, success came back with a victory at Alp d'Huez. Today Andy lives with his wife and their daughter on a little wine and olive farm in Tuscany.

Rick Hardy is a CRW member and pretends to race for the Boston Road Club

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- Ata Cycles**
1773 Massachusetts Ave, Cambridge (617) 354-0907
- Back Bay Bicycles**
333 Newbury St., Boston (617) 247-2336
- Belmont Wheelworks**
480 Trapelo Rd., Belmont (617) 489-3577
- Bicycle Bill**
253 North Harvard St., Allston (617) 783-5636
- Bicycle Exchange at Porter Square**
2067 Massachusetts Ave, Cambridge (617) 864-1300
- Bike Express**
96 N. Main St., Randolph (800) 391-2453
- Bikeway Source**
111 South Road, Bedford (781) 275-7799
- Broadway Bicycle School**
351 Broadway, Cambridge (617) 868-3392
- Burlington Cycle**
428 Boston Rd., Billerica (978) 671-0800
- Cambridge Bicycle**
259 Massachusetts Ave, Cambridge (617) 876-6555
- Chelmsford Cyclery**
7 Summer St., Chelmsford (978) 256-1528
- Community Bicycle Supply**
496 Tremont St., Boston (617) 542-8623
- Cycle Loft**
28 Cambridge St., Burlington (781) 272-0870
- Dedham Cycle and Leather**
403 Washington St., Dedham (781) 326-1531
- Farina Cycle**
61 Galen St., Watertown (617) 926-1717
- Ferris Wheels Bicycle Shop**
64 South St., Jamaica Plain (617) 522-7082

- Frank's Bicycle Barn**
123 Worcester Tpke, Westboro (508) 366-1770
- Frank's Spoke 'N Wheel**
119 Boston Post Rd., Sudbury (978) 443-6696
877 Main St., Waltham (781) 894-2768
- Harris Cyclery**
1355 Washington St., W. Newton (617) 244-1040
- Harvard Square Bicycles**
36 J.F.K. Street, Cambridge (617) 441-3700
- International Bicycle Center**
89 Brighton Ave, Allston (617) 783-5804
66 Needham St., Newton (617) 527-0967
- Landry's Bicycles**
151 Endicott St., Danvers (978) 777-3337
574 Washington St., Easton (508) 230-8882
303 Worcester Rd., Framingham (508) 875-5158
276 Turnpike Road, Westboro (508) 836-3878
- Marblehead Cycle**
25 Bessom St., Marblehead (781) 631-1570
- National Ski and Bike**
102 Washington St., So. Attleboro (508) 761-4500
- Northeast Bicycles**
102 Broadway, Rt. 1, Saugus (781) 233-2664
- Pro Cycles**
669 Main St., Wakefield (781) 246-8858
- Quad Cycles**
1346 Massachusetts Ave, Arlington (781) 648-5222
- Ski Market, Ltd.**
322 South Bridge St., Auburn (508) 832-8111
860 Commonwealth Ave, Boston (617) 731-6100
400 Franklin St., Braintree (781) 848-3733
CrossRoads Ctr., Burlington (781) 272-2222
Endicott Plaza, Danvers (978) 774-3344
686 Worcester Rd., Framingham (508) 875-5253
- St. Moritz**
475 Washington St., Wellesley (781) 235-6669
- Town and Country Bicycle**
67 North St., Medfield (508) 359-8377
- Travis Cycles**
7 Oak St., Taunton (508) 822-0396
722 N. Main St., Brockton (508) 586-6394
- Two For The Road**
Georgetown Plaza, Georgetown (978) 352-7343
- Wild Women Outfitters**
397 Massachusetts Ave, Arlington (781) 641-5776

Charles River Wheelmen
19 Chase Avenue
West Newton, MA 02465

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Join The Charles River Wheelmen

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 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) _____

e-mail _____

We sometimes allow bicycle-related companies the use of our membership list.
 Check this box if you don't want to receive mailings from these companies.

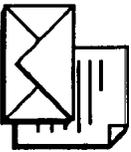
We publish an annual member directory that is available only to club members. Check this box if you don't want your name, address and home phone number on this list.

CRW Membership Fees	1 year	2 years	3 years	Additional contributions to CRW (\$1, \$5, ...) are greatly appreciated!
Individual	\$20	\$38	\$55	
Household	\$25	\$48	\$70	

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

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

- Ride Leader
- Safety
- Host a post-ride party
- Other _____
- Publicity
- Membership
- Legislative Action
- Newsletter
- Special Events



Renewal or Change of Address?
Don't miss a single issue of WheelPeople! Send your renewal or change of address to our Membership Coordinator:
Sharon Gowan, 504 School Street, Belmont, MA 02478