


Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXVI, Number 11 • November, 2002

Annual Holiday Party

Our Christmas season party will be held from 6 to 11 PM on Friday, December 13 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 2003 ride calendar will be available for ride leader sign-up and for planning purposes.

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.

Volunteers are needed for basic tasks like buying food, helping with decorations and, of course, cleanup. Last year's pot luck format produced many delectable treats. To volunteer, contact Don Blake (781-275-7878, dgb Blake@rcn.com).

Annual Banquet and Awards Presentation

The annual CRW banquet will be held on Thursday, November 14 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 Depot 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 9 with your check to Don Blake, One Gleason Road, Bedford MA 01730. The cost for reservations received after this date will be \$20.

Take a Hike

Saturday, November 9
10:00AM

The CRW winter series of bike-less activities kicks off with a two hour hike at the DeCordova Museum and environs. We'll start with the sculpture gardens and explore some trails off the beaten path. After the hike, we'll do lunch as a group.

Meet at the parking lot of the DeCordova Museum a bit before 10AM to meet leader Susan Grieb (781-275-3991 before 9pm). No advance reservation required. Hike will happen rain or shine.

CRW Dinner Series Watch City Brewing Company

Rekindle your off-season cycling spirits by joining CRW buddies for an evening of food, froth, and fun at the Watch City Brewing Company, 256 Moody St. in Waltham, Wednesday, November 6 at 7:00pm. If you haven't been there before, check out www.watchcitybrew.com. So we can get a head count, please pre-register no later than November 4 with leader Rita Long, 781-899-9177 or ritalong@attbi.com.

Directions: From Rt. 128, take Exit 26 (Rt. 20 East). Follow Rt. 20 East for approximately 1 1/2 miles (7 lights) through downtown Waltham until you see Sovereign Bank on the right. Take that right onto Moody St, and proceed to the second set of lights, where Watch City Brewing is on the left at the intersection of Moody and Pine.

No Rain! (Not Much Anyway)

2002 Fall Century

by Melinda Lyon, Century
Committee Chair

Mixed forecasts for our fall century made for difficult planning for riders and organizers alike. Everything from monsoons to partial sunshine were in the forecast depending on your choice of weather guru. Luckily for everyone the rain held off save for a few showers in the New Hampshire stretch of the 100 mile ride. About 40 riders completed the full century with 40 more opting for the half century or the metric century.

With the lower than normal turnout there was plenty of elbow room at the post ride

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Highlights Inside:

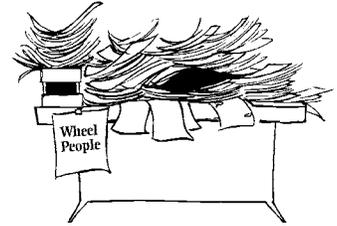
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The Charles River Wheelmen is a group of active adult bicyclists which sponsors a year-round program to promote the enjoyment of cycling. During the regular season - early Spring to late Fall - at least two ride loops are available every Sunday, designed 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

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.

BOARD OF DIRECTORS

	Term Expires	
Don Blake	2003	781-275-7878
Connie Farb	2003	617-497-0641
Rich Fields	2002	781-272-3801
Steve Kolek	2002	781-674-1090
Rita Long	2004	781-899-9177
Tod Rodger	2003	978-456-8654
Cindy Sragg	2004	617-232-0227
Ann-Marie Starck	2002	508-877-0178
Bill Widnall	2004	781-862-2846

OFFICERS AND COORDINATORS

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Executive Vice President	Bill Widnall	781-862-2846
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	Larissa Hordynsky	617-527-5620
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Publicity Coordinator	Steve Kolek	781-674-1090
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Social Committee Chair	Rita Long	781-899-9177

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Vice President of Rides	Jim Sullivan	781-245-1772
Saturday Rides	Connie Farb	617-497-0641
Sunday Rides	Tod Rodger	978-456-8654
Winter Rides	Eric Ferioli	781-235-4762
Intro Rides	Jenny Craddock	617-332-4098
Century Committee	Melinda Lyon	978-887-5755
Wednesday Fitness and Masters Ride	Dave McElwaine	781-821-8643
Wednesday Wheelers	Dick Arsenault	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	Ed Glick	978-250-1883
	Daniel Rabinkin	781-275-2391
Saturday Fitness Rides	Dave McElwaine	781-821-8643
	Mark Dionne	617-965-5558
Sunday Fitness Rides	Carl Howerton	781-837-9777
	Jim Hill	781-337-5394
Urban Rides	Charles Hansen	617-734-0720

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Administrator	Barry Nelson	barrynelson@alum.mit.edu

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			

CRW BOARD MEETING

October 1, 2002

In Attendance: Barry Nelson, Tod Rodger, Don Blake, Connie Farb, Jack Donohue, Jim Sullivan, Bill Widnall, Marty Weinstock, Rich Fields, Don Foster, Cindy Sragg

The meeting commenced at 7:32 PM.

Membership (Barry Nelson for Sharon Gowan)

Current memberships: 1005

Current members: 1201

Expired members: 54

New members: 24

Renewed members: 64

Bicycle Advocacy Sub-Committee (Tod Rodger) - Tod needs new members for his Bicycle Advocacy Sub-Committee since he has lost two members. Any club member may serve on this committee. Barry Nelson and Don Blake volunteered to help out.

November Awards Banquet (Marty Weinstock) - We discussed whether to have an auction at the banquet and the board voted to continue it. The possibility of a silent auction was discussed, and voted down. The Board voted to donate the proceeds from the auction to the Major Taylor statue fund.

Tod stated that he felt the banquet needed to move along at a faster pace than in the past: less speeches, more time for socializing.

It was noted that our website says that only the Board can vote on award nominations but in reality it has always been the club's practice to let anyone who attends the meeting at which awards are being determined have a vote.



We discussed the number of awards (plaques) we should give.

Some Board members felt that 6-7 plaques should be distributed; others felt that 4 was enough. A vote was taken and it was decided that a total of 4 plaques would be given out while the remaining nominees would get certificates. The nomination sheets were passed out, all those at the meeting voted, and Barry tallied the results, which were not disclosed.

Barry will notify the winners that they are winning an award. Club T-shirts will be given as gifts to ride leaders who attend the banquet. There will be a list of the banquet/award winners in the December issue of Wheelpeople.

Bike Shop Program - Barry reported that the club has a new Bike Shop Program Coordinator, Suzi Merlotti.

Extended Trips (Tod Rodger, Jack Donohue) - Tod and Jack reviewed extended trips over the last 8 years. Some of the trips showed a gain (\$5,000 total) and some of the trips lost money (\$2,000 total). The trip leaders handle the finances for extended trips, and the money is merely sent through the club for insurance purposes, so income/expense should zero out, unless there are exceptional circumstances. It was decided that the VP of Finance should review extended trips annually at year end and report problem trips to the board (i.e., trips that lose money more than once should get some scrutiny; maybe the trip leader doesn't know how to price his/her trip).

Purchase of Hard Case (Connie Farb)

- This conversation was generated by an e-mail Connie got from a club member asking if CRW had a hard case that it made available to their members who were traveling with their bikes. NEBC has such a loaner and we thought we should discuss the pros and cons of making such a purchase. Issues raised were: Who stores the case? Who keeps track of it? Might the same store who sells it to us store it for us? Should we ask the membership their opinion and how often they might use a hard case if we bought it? After some discussion, a vote was taken and the Board voted "no" on the purchase of a loanable hard case.

Review of Board Meeting Minutes (All) -

It was decided that all members of the Board should be emailed a first draft of the monthly Board Meeting Minutes so they can review them before they go on to Wheelpeople's layout editor. In the past, the Board's first look at them happened when they reviewed the draft layout of Wheelpeople. Since it is harder to make major changes once they have been laid out, a review of them will now happen in the rough draft stage.

Electronic Membership Renewal (Jack Donohue) -

The renewal reminders are now being sent by email to members who have given an email address. The issue of whether we needed to print the entire text of the release form in the email, which is returned with their renewal check, or can it be abbreviated. It was decided to continue including the complete text in the emails sent out.

The meeting adjourned at 8:50 p.m.

The next Board Meeting will be held on Tuesday, November 5th at the United Church of Christ, Lexington.

Respectfully submitted,

Cindy Sragg

Board Member/Club Secretary

2002 Fall Century - Continued from page 1

buffet spread put on by our veteran food committee of Larissa Hordynsky, Charlie Lincicum, and Tom Lynch. Connie Farb and Mark Sevier delivered the all important bagels and bananas. We had some food leftovers which Larissa donated to the Second Step shelter in Newton. Thanks to Peter White for letting us refill our water jugs at his house in Acton. Some of the water jugs were lent to us by Bruce and Tracy Ingle of Boston Brevet Series fame.

This ride is our fall standard somewhat modified by a new start location at the Acton-Boxboro School complex. Ken Hablow and

Tod Rodger got this ride together, the maps made and the arrows down. Jack Donohue and Rich Fields also sacrificed their Labor Day weekend to help with the arrowing.

Our normal registration team was disrupted by Janet Blake being on injured reserve and Rosalie Blum being out of town. Delphi Andrews quickly showed the ropes to our newcomers Ann Callanan, Cheryl and David Draper, and Barry and Linda Nelson. Bikeway Source of Bedford helped our riders with technical support before they headed out.

The water stops were manned by Joanne Archambault, Don Blake, Susan Grieb and Rita Long. Mary O'Brien and Glen Coffman

were kind enough to sweep the century mile route in their car as the bike sweep team of Melinda Lyon, Andrew Heitner, Peter Brooks, Janet Miller, Robin Schulman, and Conrad Willeman wimped out and swept only the shorter routes. Luckily all of the cyclists were riding quickly to beat the rain and didn't need sag assistance.

Dean Sturtevant, and Bill and Robin Inman helped Ann Marie Starck with the afternoon post ride party and sign in.

Thanks to all who came to participate or volunteer. Hopefully next fall will present us with a crisp, sunny fall day that we are used to on this ride.

Candidacy Statements for CRW Board

We have three highly qualified candidates for the CRW Board, and their statements appear on this page. As there are three positions open on the board, Rich Fields, Jackie Grocer, and Stephen Mashl will begin their term in January.

RICH FIELDS

I've been a member of CRW since 1994, and have served in various capacities since that time: a ride leader since 1996, a member of the century committee since 1998, and a member of the CRW board since 1999. I joined CRW initially as a way to train for the Pan Mass Challenge, and as a way to meet others who were interested in cycling. Though I no longer participate in this event, cycling has, over the past 8 years become a significant part of my life - my closest friends are people that I've met riding my bike. In seeking re-election to the CRW board, I look to continue working to serve the CRW membership, and to continue to give back to a sport and an organization that has given a lot to me.

JACKIE GROCKER

I would like to describe myself in two categories, bicycling experience, and leadership experience.

1. Bicycling: I have been cycling seriously and riding with CRW for 10 years. Over the past 6 years I have taken at least 12 cycling vacations, including biking across the country with America By Bicycle. I ride just about every weekend and I am also a member of the Wednesday Wheelers.

2. Leadership: I served as the Chair of the Tour de Fram (bicycle ride around Framingham to raise money for the Framingham Historical Society). I have organized and led social events for over 20 years. Many of which have been bike rides. I have served and am currently serving as a leader in Toastmasters (non-profit organization that helps people with communication, public speaking, and leadership skills). I was awarded Toastmaster of The Year because of

my leadership accomplishments. I own my own business as a training consultant and motivational speaker.

One more thing: Bicycling is my PASSION! Organization is my strong point, and leadership is my talent.

Why I would like to be on the board: to contribute to the growth of the club with my ideas, suggestions, and input, to be able to interact and work with other people who share the passion of cycling, and..... to have fun!

STEPHEN MASHL

Who am I? Well, professionally, I have a doctorate in metallurgical engineering and manage the North American research group for Bodycote HIP, a metals processing company headquartered in the UK. I am the incoming president of the Advanced Particulate Materials Association, and serve on the board of the Metal Powder Industries Federation. Recreationally, I love the bicycle and all types of cycling, road, mountain and everything in between. As members of CRW, my wife Kate and I have co-lead the CRW Friday TGIF Unwinder ride for the last two years. I am submitting my name for board membership because I believe that, in a volunteer organization such as CRW, one should contribute to the group as well as participate.

What would I bring to the CRW Board? Strong organizational skills, a love of bicycling, and a tendency to work hard on anything I undertake. I believe that the best thing that CRW can do in the future is to continue its extensive rides program. This is the club's core reason for being. Secondly, I would promote bicycle advocacy. CRW is already assisting national advocacy groups and addressing issues locally. I believe that

continued emphasis on advocacy at the local level could do much to insure that our rides continue. Such efforts would also provide town leaders and police with the cyclist's viewpoint, to the benefit of all.

Announcement of Candidacy for LAB Regional Directorship

The election for the League of American Bicyclists' regional director for this region comes up this winter. I have declared my intention to the Nominating Committee to run for that position. The current director is Jon Orcutt, a New York activist; he could remain in office for another two years if re-elected.

I am running for the Regional Director's position because:

- 1) I would like a voice on the Board, at least in alternation, who more directly represents New England interests;
- 2) I have some concerns about the direction of the League's policies and about its member services.
- 3) I want there to be an electoral contest, so that issues get aired before the membership.

I have been a member of the League and of Charles River Wheelmen since 1979; an Effective Cycling Instructor/League Cycling instructor since 1982. For a longer list of my credentials, please see my résumé at <http://www.bikexprt.com>.

I look forward to the contest, and if I am elected, to represent the members well. I will be preparing a detailed candidate's statement once my nomination is confirmed.

I ask anyone reading this who is a LAB member and is interested in my candidacy to send me a note by e-mail to: <mailto:LAB@bikexprt.com> or by mail to 7 University Park, Waltham, MA 02453, or phone to 781 891-9307. Please let me know of issues that matter to you, so I can get a better idea how I might represent you. Also, if I need to be nominated by petition, I will contact you and ask for your signature. Thank you!

John S. Allen
jsallen@bikexprt.com
<http://www.bikexprt.com/>



The last Wednesday Masters Fitness Ride of the season. Most of our riders seem to have started hibernating already, but 13 riders (with lights) finished the ride series off in style.



November, 2002

Recurring Rides Calendar

These rides are held every week unless indicated

Wednesday Wheelers

Times: Varies, usually 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, in-

cluding the next ride start location, call or e-mail the ride coordinator Dick Arsenault [RFArsen@aol.com] 781-272-1771 day or early evening.

Saturday Morning Fitness Ride at Nahanton Park**

Times: 8:30 SHARP! This ride runs all year 'round.

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!)

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

Cassandra's Riding Wisdom

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

Dear Cassandra:

I haven't cleaned my CamelBak in a long time. I think there are things living in there. What to do?

Pete
Lincoln

Dear Pete:

While your CamelBak ecosystem may be unattractive, the inhabitants are generally not harmful.

Cassandra prefers to use plain water in her CamelBak, and to find sustenance at any of a number of roadside patisseries.

Her energy drink of choice is a double latte. The common "energy drinks" are a fertile breeding ground for incubating organisms. If you must use these drinks, Cassandra recommends carrying them in water bottles, which, after achieving a permanent level of incrustation can be turned into attractive planters. Replacements can be found at the CRW century.

If you insist on filling your CamelBak with sugary substances, here are some cleaning suggestions:

Rinse the reservoir with hot water after every use and allow it to air-dry. To surely kill off any nasty growth, add a teaspoon of household bleach to a water-filled bladder (the CamelBak's, not your own), then rinse with hot water. Baking soda helps get the gummy taste out. Add a teaspoon to the water and let it sit overnight before rinsing. If you're concerned that it won't dry thoroughly, you can try rolling up the bladder and freezing it after rinsing. This keeps the insides from becoming a science experiment.

Dear Cassandra:

I often see someone I'd like to talk to at some of the recurring rides, but don't know how to begin.

Speechless in Somerville

Dear Speechless:

Cassandra has found that cyclists, unlike normal people, are quite easy to talk to. A simple comment about the weather will elicit a rundown of the five-day forecast and more than you ever wanted to know about cumulus clouds.

One technique that never fails is commenting on the rider's equipment (cycling equipment, that is). Pepper the conversation with terms like aero and titanium and you will instantly earn respect. Then you can bring it around to more mundane topics, like what they're doing Saturday night.



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.

Ashland Park without the Beach Crowd

Saturday - November 2

Times and Routes: 10:00 for 33 or 43 miles

Ride Type: Cue sheet and map

Leaders: Barry Nelson (617-964-5727 before 8:30 PM) [BarryNelson@alum.MIT.edu]

Highlights: This ride is the GEAR 1998 Ashland Park ride with a different start location. The terrain is rolling, passing through Sherborn, Holliston, Milford, Hopkinton (long ride only), and Ashland. The lunch stop is at Ashland State Park. If the temperature is above 80 degrees, the park will be open for swimming, so bring a towel with your food. This ride is unusually historic since Ashland State Park was the destination for the first CRW ride 36 years ago.

Start: Caryl Park on Dedham Street in Dover

Directions: Caryl Park is about 0.5 mile northeast of the center of Dover on Dedham St. From Rt. 128/95, Exit #17 Rt. 135W (heading towards Needham). Needham Avenue (Rt. 135) becomes Dedham Avenue in Needham. At the first light, take a left on South St. After 0.6 mile, bear left to stay on South St. Do not go straight on to High Rock Road. Take a left on Chestnut St. at the blinking red light. Go 0.3 mile and bear right as Chestnut becomes Dedham Street when you cross town line into Dover. Caryl Park is 2 miles from this point. You will see Mill Farm (White Barn) on the left side of the road. Right after the barn is Caryl Park/Noanet Woodlands Reservation on the left.

Sunday Artsy Ride

Sunday - November 3

Times and Routes: 47, 36 or 28 miles at 9:30 AM

Ride Type: Arrowed

Leaders: Charles Hansen (617-734-0720), velotrains@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. NOTE: 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.

Cambridge to Cambridge Reservoir

Saturday - November 9

Times: 10:00 for 22 or 37 miles

Ride Type: map and cue sheet

Leaders: Connie Farb (chfarb@yahoo.com, 617-497-0641) and Mark Sevier (m_sev@yahoo.com)

Highlights: Get in some late season miles on a jaunt through the urban 'back roads' of Belmont and Watertown out to the Cambridge Reservoir. Long ride continues on our favorite quiet roads through Weston and Sudbury. Come back to the leader's house to warm up with chili (meat and veggie), corn bread, and socializing afterwards.

Start: Harvard Vanguard parking lot, Cambridge St. and Roberts Road (can enter from either), Cambridge.

Directions: From the west, take Route 2 to Alewife. Turn left onto route 16 (Alewife Brook Parkway) north. Right at first light onto Mass Ave. Follow Mass Ave to Porter Sq. and turn left onto Somerville Ave (just in front of T station). First right onto Beacon St. Cross RR tracks and follow road as it curves left. Go 1-2 miles to light at Washington St. Turn right onto Washington, then third (quick) left onto Roberts Road (one-way).

The Harvard-Vanguard parking lot is at the end of the street on the left. Also accessible by T, Harvard Sq. stop (just ride up Cambridge St.)

Bagels and a Buffalo

Sunday - Nov 10

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: I95 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.

Scenic Byways of the Mid-North

Saturday - November 16

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.

Bolton Orchards Ride

Sunday - November 17

Times: 9:30

Ride Type: Arrowed, Map, Cue Sheet

Start: South Acton train station

Leaders: Jim Sullivan (781-245-1772)

Highlights: Enjoy beautiful fall scenery on relatively easy 45 or 25-mile rides on quiet and scenic roads through Harvard, Bolton, and Littleton, including the dam at Wachusett Reservoir.

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.

Plymouth and the Pilgrims

Saturday - November 23

Times and Routes: 10:00 start for a 35 mi 4 hr historic guided 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. Map and cue sheet also available. Dress warmer than usual for a club ride, otherwise you might get chilled at the many stops. Bring snacks to get you through the 4 hr ride and tour. Group lunch after ride.

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. Before doing the historic stops we will do some open road (no history) cycling to stretch out our legs, including through Miles Standish State Forest and past

several large cranberry bogs in Carver. At the end of bike tour, back at Plimoth Plantation, some may wish to stay for a sitdown hot lunch at the visitors center or visit the gift shop and book store (no entrance fee) and/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).

Old North Andover Ride

Sunday - 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.

Bagels and a Buffalo Again

Saturday - November 30

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: I95 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.

CRW Trips

Tenth Annual Bikers on Skis

February 14-17, 2003

Try your hand at gliding instead of rolling. This cross country skiing and snowshoeing weekend at a comfortable B&B in the Northern White Mountains, features gourmet food and a hot tub to soothe aching muscles apres ski. We'll visit ski touring centers at Bretton Woods and the Balsams, and try some back country skiing and snowshoeing. Skiers of all abilities welcome. Downhill skiers can join us and ski Bretton Woods. If there's no snow bring your hiking boots and/or mountain bike. The trip spans the three day President's Day weekend. Cost of \$200 for the weekend includes three nights lodging, three breakfasts, two dinners.

To register send the a check for the full amount made out to Charles River Wheelmen and a stamped self-addressed envelope or e-mail address by January 14 to:

Bikers on Skis

c/o Jack Donohue

26 Fox Run Road

Bedford, MA 01730-1104

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

For more information, you can contact the leaders:

Jack Donohue and Susan Grieb

(781) 275-3991 (before 9pm)

jdonohue@world.std.com

**CYCLING**
Made in Italy

www.bikeitaly.com

We customize our itinerary every day based on your interests and energy level. Enjoy a rich diversity of terrain on guided, van-supported rides from our home base: spectacular Dolomite mountain passes, scenic foothills rolling through vineyards, and the lush, sensuous Venetian plain dotted with undiscovered walled cities, castles with moats, and graceful Renaissance villas. Start any Saturday from May 3 through September 27, limited to 10 guests weekly.

info@bikeitaly.com 800-880-4476

Regular readers of *Wheelpeople* may have noticed ads from an organization called Cycling -- Made in Italy. We saw them; we were curious; we inquired; and we went to Italy to ride with "CMI" July 20-27, 2002. This is the story of our trip.

CMI (www.bikeitaly.com) is based north of the tiny village of Campolongo in the Brenta Valley about an hour's drive from the Venice airport near Bassano del Grappa, the address of the Italian Cycling Center (it's actually in a nearby suburb). Perhaps CRW members who have been to the Italian Cycling Center could describe it in another article.

CMI consists of founder Liza Dolza and co-host Michael Khaw. Guests stay at Albergo Contarini, a charming family-run hotel and restaurant which provides breakfasts, half the dinners (the other half are at various restaurants in the area), fastidiously clean and modern rooms, and a friendly bar at which to end the day. In Italy, a "bar" is a cafe which serves hot and cold drinks, snacks, and possibly sandwiches and other food. Every village and town has at least one, and you could spend a whole visit to Italy comparing bars and deciding which one has the best espresso or cappuccino, the best ice cream, the best location, the friendliest barman, etc.

A special enjoyment of Albergo Contarini was getting to know the family -- Papa Lucio, Mama Rosaria, oldest daughter Serena (who speaks English), and three or four non-family employees. Our dinner waiter was often Sylvano, who seemed to take special pride in reciting the evening's offerings. Sylvano spoke no English, but he spoke slowly and clearly, repeating each name before starting on the next dish, and Serena was always available to translate. There are no written menus here -- things change daily and everything was delicious.

Our trip began on Saturday, July 20 at the Venice airport after a landing that afforded a spectacular view of Venice, with spires, domes, and canals floating like a mirage over the Adriatic Sea. A driver was waiting for us, and we used our halting Italian to make conversation and learn that on these summer weekends, 80% of Italy goes to the beach, and 20% to the mountains. Michael Khaw met us at the Albergo, Serena checked us in, and after freshening up, we joined Michael for lunch on the patio. Liza came in a few minutes later, pushing her bicycle with a flat tire inflicted by nearby road construction.

We were fitted with the best rental bikes we've ever encountered, Italian-made aluminum-frame racing bikes by Basso and Wilier, then we set out with Michael up the valley

A Cycling Vacation in Italy

by Peggy & Bruce Gelin

for a first cruise. The road rises gently along the Brenta River, then after a fast stretch of state highway, we climbed several hundred feet on our first switchbacks, smoothly graded at 7-10%, to local highlands with villages and beautiful lakes. The route looped back to the valley road and Cafe da Gino, in the town of Valstagna just upriver from our hotel. Da Gino is widely acknowledged to have the best gelato around, and we ended several rides here, drinking espresso, eating gelato, and watching stages of the Tour de France in Italian with no advertising!

On Sunday morning we awoke to herds of bicyclists whizzing up the valley road past our hotel. On Sunday, every Italian cyclist is out, dressed in the uniforms of their clubs or of favorite professional teams. Between waking up and getting on the road ourselves, we must have watched several hundred cyclists go by -- from the young and fit to the elderly spindly-legged office workers, all turned out in their Sunday best. Accordingly, we wore our matching CRW jerseys. Note to Connie and the CRW fashion committee: To cut a fine figure in Italy, we need to commission color-coordinated CRW bicycling shorts!

Sunday's ride, led again by Michael, took us past a Palladian villa -- one of the mansions designed by Andrea Palladio -- to the town of Asolo, known to the literary world as the residence of the Brownings, but known to Italians long before that for its pleasant setting overlooking the plain. On Monday, Liza took us farther up the Brenta valley on a walking-and-cycling path. Here the villages seem less Italian and more Austrian, reflecting the region's nearness to the South Tyrol, whose political associations changed from Austro-Hungarian to Italian after World War I.

On Tuesday, Michael led us up a series of switchbacks climbing almost 1000 meters to the high plain where Asiago, known for its cheese, is situated. We had a tour of the cheesemaking process at Caseificio Pennar, but didn't get any freebies! They make Asiago, Tallegio, and Grana, each of which can be aged for a few months to several years, and fresh cheeses such as mozzarella. After lunch in the town, we had a spectacular ride over hills, valleys, and one fantastic gorge before descending 18 numbered switchbacks back to the Brenta valley and Cafe da Gino for

espresso, gelato, and the Tour de France.

We followed our hosts' suggestion to do something other than bicycling on Wednesday. We took a bus to Vicenza, down on the steamy Veneto plain. Although it's one of the many handsome and historic towns of Italy, and the home of Palladio, Vicenza didn't really interest us that much, so after a casual walk and a great lunch at a little cafe off the main square, we found an air-conditioned cafe in which to write postcards, then had a nice nap on the return bus.

On Thursday, we decided we couldn't leave the area without tackling the biggest mountain, Monte Grappa. After riding about 10 km from our hotel and climbing out of the Brenta Valley (which is at about 100 meters), we began the real climb: 29 km to the parking area at 1740 meters -- 5700 feet -- with grades of 10-12% near the start and finish, and less in between. The record time is under an hour, but we were somewhat less ambitious, stopping to see the views and fortify ourselves with an espresso. The summit saw bitter fighting between the Italians and the Austrians during World War I (read Hemingway's "A Farewell to Arms" for some local color), and a footpath climbs the last 35 meters to war memorials and bone repositories on the summit.

As we had lunch in the very nice restaurant below the summit of Monte Grappa, the clouds rolled in, and we began the descent in fog and drizzle. Michael led us slowly, and wisely so, as cattle loomed up out of the mist at alarming rates. The rain became heavier, teeth chattered, fingers got numb, front wheels began shuddering, and when the thunder started we ducked into a handy cafe halfway down. It poured, yet blue sky was visible, seemingly just a few minutes away. Finally, the rains let up, and we shivered the rest of the way down, accompanied by intermittent thunder, and came out on the valley floor just as the skies cleared.

On Friday, Liza took us on a tour to a different region, the Piave river valley, the next valley east from the Brenta (the two rivers run into the Adriatic on opposite sides of Venice). Again a trip of just a few miles brought a distinctly more alpine character and different town names -- Umin, Arten, Arson (really), Porcen, Seren del Grappa, to name a few. This time the skies remained clear and blue all day, and we finished up once again at Cafe da Gino for a final gelato.

On Saturday we said our goodbyes and were delivered back to the Venice airport, where we rented a car and drove a couple of hours to Cortina d'Ampezzo. This was our base

A Cycling Vacation - Continued on next page.

for several days of walking in the Dolomites, a paradise of impossibly sharp white peaks and mountain passes famous as obstacles in the Giro d'Italia and infamous for more bitter WW I battles.

In short, we had a fabulous time with CMI in a wonderful bicycling region. We were the only guests that week, and CMI gave us personal service every day. Staying at the same hotel made the trip more relaxing, since we didn't have to pack and unpack every day as you would on a tour. Even better, Albergo Contarini has a washing machine guests can use. Imagine: clean bicycling clothing every day without washing things in the bathroom sink!

If you're thinking of going to Italy with CMI, we'll be glad to tell you more about our travels through e-mail at bgelin@cambridge.eseft.com. Also, you can see some pictures from our trip at <http://brgeline.home.att.net> (if this alias doesn't work, try the explicit address <http://home.att.net/~brgeline>; note, no "www" in either URL).

Babz Bike Bits

by Barbara Clough

Okay, so I took my first ride in two weeks this morning. I moved to a new neighborhood and I don't really know where anything is. I lived in Brighton for ten years and Brighton was easy. Due west and I was in the suburbs before I knew it. If I went straight down Market Street I was down on the river, easy and smooth. But I'm in Everett now. Where's Everett, you say? Due north on Route 99. Yes, that Route 99. The death trap. I've been driving back and forth for a few weeks now and trying to scope out a reasonably safe cycling route that doesn't take me by way of say, Waltham. I like to bicycle commute and I work in PO Square, so on a recent Saturday, with no Sox games or hunger walks, I decided to find the route to work.

Route 99 is narrow, crowded, and bumpy. Really bumpy. And there are all these other obstacles - like grated drawbridges and two very busy and quite vicious rotaries - one of which is outside Sullivan Square T station. And the route I take in my car can't be the one I take on my bike because there's this underpass you have to go through which barely has room for cars. But to bypass that, I have to go through the rotary around Sullivan Square, which frankly, I'm not real keen on either.

I tend not to be afraid of many things, but I will fully admit to having a great fear of physical pain. I will do nearly anything to avoid wiping out on my bike. I started off this morning with the hope that most people were still home drinking their coffee and the roads would be relatively clear. My first hurdle or obstacle in this gauntlet I was about to run was the first rotary. This is where 99, 16, and various other smaller roads come together - it's a lovely rotary. There are only signs on about four of the six turn-offs, so if you don't know where you're going - well, tough. I know where 99 South is, even though the road is unmarked. When I first moved to Everett, I drove around the rotary repeatedly until I figured out where the unmarked roads went. Yes, I was the person who circled the rotary about three times - and you thought I was from Nebraska. Anyway, 99 South has an old green fence along one side. I had to contend with the rotary traffic, the buses coming out of Wellington Station, and some extremely impatient people behind me. A bus coming on to the rotary stopped to let me go, but

unfortunately, because he was in the outside lane, I then had to peer around the bus to make sure the car on the inside lane was actually going to stop. Which it did, and I safely made it through the first hurdle.

The next big hurdle for me was the bridge as I have come to think of it. I've driven across it on countless occasions. In a car. With big fat tires. I wasn't sure I wanted to hit that bridge on a rainy morning (which today was) with my skinny tires and bare legs. I tried to calculate that, at any point in time, how much of my tire was actually in contact with the bridge grate? How many angels can dance on the head of a pin? And I suppose part of the trepidation was the fact that it's a long grated bridge. Not like the weeny one down by the Museum of Science; momentum alone carries you across that one. Realistically, the longer the bridge, the more likelihood that I'd bite the dust. I came up to the bridge slowly, debating, and decided the sidewalk didn't look too bad. Up on to the concrete sidewalk, which presented its own set of obstacles - broken glass. Okay, so I've eliminated the chance that I'll wipe out on the bridge and tear my skin to bone for the chance of slicing my tires up with some slob's garbage. Great choices, but the second one didn't involve physical pain, just inconvenience.

As I pedaled along and managed to make it through the Sullivan Square rotary without mishap, I wondered if anyone had come up with a video game for this yet? Something like Cyclemaniacs or something. You could have a cyclist dodging all sorts of obstacles, vicious drivers, and rabid dogs. Or better yet, set it in a large bike race, and your guy would have to jump multi-bike pile ups to get to the finish line. Perhaps someone could even do a mountain bike version with wild bears and skunk families. Or perhaps it's already been done, and I'm just spending way too much time outside and not enough learning about pop culture.

As an aside, does anyone have any suggestions for rides on the north side of the city? I can be reached at babz2000@yahoo.com. Put CRW or something in the subject though so I don't delete it!

WELCOME NEW MEMBERS

Brian Barnes	Newton Highlands
Richard Bonomo, Holly Bonomo	Sherborn
Jamie Brady	Needham Heights
Jana Brady	Somerville
Hayden Crilley	Arlington
Debbie Crooke	Burlington
Alexandra Cruse	Marblehead
Catherine Drozd, Richard Drozd	West Roxbury
Martin Duffy	Belmont
Dan Gallagher	Boston
Ellen Gugel	Westboro
Derwin Hyde	Newtonville
Michael Klugerman	Cambridge
Susan Kohler	Concord
J Mark	Lexington
Chris McCorkindale	Medford
Bart Narter	West Roxbury
Michael Paquette	Lunenburg
Randall Paulsen	Lexington
Paul Pilotte	Acton
David Rines	Natick
Thomas Rist	Waltham
Stephen Shapiro, Ann Strand	Arlington
James Thrasivoulos, Jacquelyn Thrasivoulos	Ashland

Little Jack's Corner - by Jack Donohue



The Fall Century was coming, with dire predictions of torrential rain. It hadn't rained all summer, and according to the so-called accu-

weather people, it was all coming down on Sunday. This put a damper, so to speak, on my plans for doing the century. In days of old, I would have just done it regardless of the weather, but old age and wimpiness had set in, and I started to examine other options. I decided that if things turned nasty, I'd just bail out at the 62 split and do that instead. Of course, Murphy's Law says that it wouldn't start raining until well after the split, probably at the 50 mile point, where I'd be as far as possible from home.

As usual, I started out way too fast, and after a while found myself in a small group that was setting a rather painful pace. At the 62 mile split, one of the principal painmeisters, Ivan (aka "The terrible") split, and after that the pace got more reasonable. It was, dare I say, almost comfortable for a while. I didn't know anyone in the group, so I identified them principally by their jersey color. My

companions were two red guys and a blue guy, and another somewhat orange guy who fell off the back for a while and then came back from the dead.

I had determined to practice my wheelsucking and under no circumstances ever take the lead. But after a while I realized that the blue guy had been pulling for miles, with no signs of quitting. Somehow guilt got the better of me, and I offered to take a token pull. Bad mistake. After being in the front for a bit, we encountered the first of the climbs, and I became history.

This was somewhat according to plan, since I knew there was no way I could stay with these guys on the climbs, but by judicious wheelsucking, I could get swept along until then at a smart pace, kind of like booster rockets on the space shuttle. So I settled into my normal pace and waited for the chase group to catch up.

Sure enough, rain started around mile fifty, but it was only a sprinkle, not enough to bother stopping to put rain gear on. I had not been keeping track of mileage but it seemed that the water stop should be nigh. One thing that seemed odd was that I only saw one tire track in the road ahead of me. I figured maybe the others had gone by before it started raining.

Then I got passed by the two red guys and realized that the reason I hadn't seen their tire tracks was that they had stopped at the water stop that I missed, despite having helped arrow the ride a couple of weeks before. The one tire track I did see was the blue guy who had also missed the stop. Since the only sustenance I had that day was half an Entenmann coffee cake in the early AM, I was really looking forward to that second water stop.

By this time, my early exuberance was starting to take its toll, and I arrived at the second water stop quite ready to pack it in. I would hang out with Mrs. D. who was womanning the water stop and ride back in my personal sag van with her. So I relaxed and watched the passing of riders, poor devils, who might still be due for the torrential downpour. It wasn't until some time later that I discovered a fatal flaw with my plan. Susan had hauled all the food out in the van, and due to the weather, there was a lot of left over food. So there was no room for me in the van! Ousted by a box of Oreos!

Fortunately, Pamela and John had just rolled in, somewhat behind schedule due to a series of mechanicals with their new tandem. I saw my opportunity and attached myself to them for the rest of the ride. And there was NO rain!

"I Call Front Seat!"

A Year in a Life with a Tandem

by David Wean

When my daughters were 7 and 4, we'd bought a Trail-a-bike, essentially a one-wheeled cycle that attaches at the front to the seat post of a regular bike, allowing a child to ride along with a parent. It was nice to be able to ride at the same pace, and to consistently carry on conversations on our rides. But by last year, both girls (now 12 and 9) had outgrown the device. Add in the possibility of going on similar rides together with my wife, and a tandem became a natural next step. Below is a chronicle of our first year with our tandem.

Getting a Tandem

What type of tandem to get? I was concerned about spending big money on a bike. Tandems are expensive, and I wasn't sure that this would be something that anyone in the family would really like. I didn't do a lot of research, but many tandems I looked into (new or used) cost well more than I'd

ever paid for a bike of any sort. We borrowed an older road/touring style tandem, to see how it suited us. The stokers found it a little uncomfortable, and I thought the front position was a little cramped. Then I found out that my local bike shop had a casual-style mountain-bike-framed tandem that was a couple model years old. We negotiated a price, added and changed some things, and brought it home.

To some extent, you get what you pay for, and it seems as though the quality of this bike probably approximates that of a single bike with list price about 40% of what the tandem cost. However, everyone liked the feel of it, and at least 2 of 3 potential stokettes enjoyed riding it. The dissenter is of an age where anything that attracts attention is to be avoided: "Dad, I know you insist on riding me to soccer practice, but could you drop me off a block away?"

How We've Used It

My wife Cynthia and I have used the bike for recreational rides, and also to do errands together. We've taken it into Boston for dinner, to shop, to drop in on friends, typically 10-15 mile rides, occasionally longer. Our most strenuous ride was to the top of Great Blue Hill via the paved access road this spring. Our longest was to the Fourth of July CRW ride - we didn't do the official ride, but our ride to and from the end-of-ride party was of similar length.

And then there's the shuttle service. "Sure, I'll give you a ride to Talia's house. Get your helmet." (This one is beginning to not work with my older daughter, as she's now old enough to respond: "No, that's ok Dad, I'll take the bus.") But my younger daughter usually enjoys it just fine, and I've used it to take her to and from school, soccer practice, etc.

Continued on next page

September Mileage Totals

1	2	1	7	9	0
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Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Robin Schulman	9963	6	6	6	Doug Cohen	3295	3	1	-	John Loring	705	-	-	-
Bruce Ingle	9507	8	6	5	Glenn Ketterle	3267	1	-	-	Emily Wean	566	3	-	-
Jack Donohue	8068	-	-	-	Don Mitchell	2700	2	-	-	Jeff Luxenberg	538	-	-	-
Tod Rodger	7713	9	5	4	Frank Aronson	2693	3	1	-	Rosalie Blum	325	-	-	-
Mike Kerrigan	6162	2	4	3	Butch Pemstein	2665	1	-	-	Ed Trumbull	171	-	-	-
Richard Dweck	4879	5	5	-	Ed Hoffer	2409	-	1	-	Tracy Ingle	134	-	-	-
Dick Arsenaault	4734	4	1	-	Dan Pratt	2317	6	-	-	Jared Luxenberg	115	-	-	-
Bill Widnall	4652	9	9	-	Cynthia Snow	2199	-	-	-	Sara Luxenberg	8	-	-	-
Bruce Gelin	4594	7	1	-	Jim Broughton	2136	-	-	-					
Irving Kurki	4444	2	6	2	Elaine Stansfield	1958	1	1	-					
David Wean	4288	3	-	-	Jim Goldman	1760	-	-	-					
Peter Knox	3928	2	4	1	Cynthia Zabin	1005	-	-	-					
Joe Repole	3808	9	9	-	Harry Wolf	944	-	-	-					
Bob Sawyer	3596	-	-	-	George Caplan	898	-	-	-					
Nick Linsky	3535	4	2	-	Lyn Rodger	861	1	-	-					
Gabor Demjen	3505	4	1	-	Phyllis Mays	745	-	-	-					

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.

I Call Front Seat! - Continued from previous page

Commuting with Cynthia to work has been fun. We work about a mile apart, so we ride into town together, I drop her off and then ride to my office. In fact, several times we've combined the commuting and shuttle functions. It goes kind of like this:

Send Emily to school in JP on the bus. Cynthia and I ride the tandem downtown. Drop Cynthia at work, and ride a mile back to my work. Leave work at 3:00, ride to JP to pick up Emily and ride home to Roslindale. At 5:30 Emily and I ride back to JP for soccer practice. I ride half a mile, meet Cynthia at an Orange line stop, and we ride back home to Roslindale. At 7:00 I ride back to JP to pick up Emily, and we ride home together for dinner.

Total of 9 legs, and about 26 miles.

The tandem is easy to ride alone, though it takes a minute to adjust to the change in balance after dropping off your rider. In answer to the inevitable question, "is it easier to ride with or without a stoker" the answer is always "No question about it -- it's much more fun riding with Cynthia or one of the girls." Riding empty seems to attract comments: "You're missing someone!" (My responses range from "Oh my God! Help me find her!" to "No wonder it's been such a quiet ride.") One time, after dropping Emily off at school I was riding the Southwest Corridor to work. A guy walking along the path jokingly asked me for a ride. I stopped, adjusted the seat, lengthened Emily's helmet straps, and we rode from Stony Brook to Ruggles. First (and only, so far) hitchhiker I've picked up, though.

A Big Trip

This spring Emily and I rode on the CRW Memorial Day Dash to Montreal. We were one of 3 father/daughter tandems, all from Roslindale, with the girls all current or former schoolmates (what's the probability of 3 tandems in a 45-family school?) The four-day trip consists of a 75 mile ride from Vermont to Montreal on Friday, two free days in Montreal, and 75 miles back on Monday.

When we first discussed the idea of the trip the six parents agreed that we wanted to see commitment from the girls before undertaking what would be the longest tandem trip any of us had made. We figured that if each team could complete a local ride of at least 60 miles, we'd be confident that we could handle the longer trip. During the months before the trip we trained individually and together. I thought that the "training" was just for the benefit of Emily, and for me would be just an excuse to get lots of riding time on weekends (my longer rides tend to be during the week on my days off) but as we got into longer and longer rides, it turned out that I needed the training at least as much as Emily did. She and I completed our 60 mile ride during April vacation, by riding to the Wednesday Wheeler ride, doing the ride, and taking the "scenic route" back home from Wellesley. Another team rode 60+ miles on the CRW spring century, and the third did it on the day they toured the proposed Boston section of the East Coast Greenway.

Through a variety of reasons (bad weather, other commitments, an out of town funeral) Emily and I didn't get much riding in during the few weeks before the trip, and I was (pri-

vately) concerned that we would have a hard time making it all the way. Getting to bed at midnight and waking up at 7 AM the day of the ride didn't add to my confidence level. However, the excitement of the event, the encouragement from the other riders (tandem and single) not to mention the fact that it would be a hassle to get the bike into the sag van all helped us to go the distance, and we arrived in Montreal tired but excited. The ride back was tougher (more headwinds and hotter) but through skillful "break management" (if you're the slowest rider, you can stay ahead, at least for a while, if you leave the lunch stop a few minutes early) we made it back just fine. One of the dads has posted some photos from the trip at: <http://home.attbi.com/~dmink4/mddm2002/>.

What Next?

It would be kind of nice to have a faster tandem, with thinner tires (this bike has very wide rims. When I tried putting 26 x 1.25 tires on it, the tire was narrower than the rim!) and a more aerodynamic position. Emily even insisted we replace the cushy seat with a narrower one for the trip home from Montreal (long story, but we had one available.) We've gone about 1500 miles on it, and I'm guessing that before the year is out we'll be needing to replace some parts (did I mention that the component quality was a little low?) Maybe it's time to start thinking about Tandem #2, as well contacting an architect about an addition to our bike shed...

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In consideration of being permitted to participate in any way in the Charles River Wheelmen (CRW) sponsored bicycling activities, I for myself, my personal representatives, assigns, heirs, and next of kin:

1. acknowledge, agree and represent that I understand the nature of bicycling activities and that I am qualified to participate in such activities. I further acknowledge that the Activities will be conducted over public roads and facilities open to the public during the Activities and upon which hazards of traveling are to be expected. I further agree and warrant that 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.

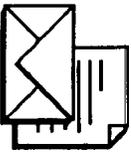
We publish an annual member directory that is available only to club members. Check this box if you don't want your name, address and home phone number on this list.

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



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