


Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXVII, Number 11 • November, 2003

A Classic Fall Century

by Melinda Lyon, Century Coordinator

Three hundred riders came to the annual CRW Fall Century Souhegan River Ride. They came, they got their instructions from Ken Hablow, and they conquered. No rider needed sag support and everyone had a great ride on a perfect fall day.

This ride is now a CRW classic. It was originally designed by Ken who headed up the arrowing of the ride as well as tend-

ing to some last minute detours and route changes. He was helped on multiple days of arrowing by Jack Donohue, Ann-Marie Starck, Connie Farb, Rich Fields, Mike Byrne and Peter Brooks.

Ann-Marie also did her usual great job as our day of event coordinator. She is there from dawn to dusk making sure that all of
Fall Century - Continued on page 7

Wanted: Saturday Rides Coordinator

Are you thinking about getting more active in CRW? Looking for a fun way to contribute to the club? The Rides Committee is looking for a new Saturday Rides Coordinator. Previous coordinator Steve Mashl is moving on to a new role and we need someone to take his place. The primary responsibility of the Saturday coordinator is to help fill the regular season calendar with Saturday rides. Many of these fill with repeats from the previous year, so the task is not that daunting. You also attend Rides Committee meetings (about 8 times a year) and get to contribute your ideas about how the Rides Program should be run. If you're interested, contact Connie Farb at 671-497-0641 or chfarb@yahoo.com.

CRW Advocacy Grant Update

by Tod Rodger

Last December CRW awarded the second annual Advocacy Grant of \$5,000 to MassBike (Massachusetts Bicycle Coalition) to promote Community Bicycle Committees. Specifically, they wanted to develop a guide to help both existing and new committees, and to identify and support new committees in five Massachusetts communities.

Tim Baldwin, Executive Director of MassBike, recently reported that they have delayed final development and publication of the guide until the state and national changes shake out. The guide was presented to about 30

CRW Advocacy Grant - Continued on page 10

Annual Banquet and Awards Presentation

The annual CRW banquet will be held on Thursday, November 6 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 \$15.00 per person, children nine and under are half price. Please send your reservations with your check by October 31 to Don Blake, One Gleason Road, Bedford MA 01730. The cost for reservations received after that will be \$20.

Annual Holiday Party

Our Christmas season party will be held from 6 to 11 PM on Friday, December 12 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 2004 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

Holiday Party - Continued on page 6

CRW Bikers with Forks November Dinner

Come to Harpoon Brewery for beer tasting, a tour, and informal dinner with other CRW folks on Thursday, November 20, from 6-8 p.m. The brewery is located at 306 Northern Avenue in Boston, near the Fleet Pavilion (where the "Harborlights" concerts occur) and Jimmy's Restaurant.

A \$5 charge to cover pizza will be collected at the door. Please RSVP by Nov. 18 to Amy Spector -- amyspec@yahoo.com and indicate how many people will be attending.

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 - Club Address: 1 Gleason Road - Bedford, MA 01730

BOARD OF DIRECTORS

	Term Expires	
Don Blake	2003.....	781-275-7878
Connie Farb	2003.....	617-497-0641
Rich Fields	2005.....	781-272-3801
Jackie Grocer	2005.....	508-381-1529
Rita Long	2004.....	781-899-9177
Steve Mashl	2005.....	978-244-0286
Tod Rodger.....	2003.....	978-456-8654
Cindy Sragg	2004.....	617-232-0227
Bill Widnall.....	2004.....	781-862-2846

OFFICERS AND COORDINATORS

President	Bill Widnall.....	781-862-2846
Executive Vice President.....	Barry Nelson.....	617-964-5727
Vice President of Finance.....	OPEN.....	
Vice President of Publications	Ken Hablow.....	781-647-0233
Vice President of Legal Affairs	Jeanne Kangas.....	978-263-8594
Secretary.....	Cindy Sragg.....	617-232-0227
Treasurer	Don Blake.....	781-275-7878
Insurance Coordinator	Don Blake.....	781-275-7878
Membership Coordinator	Linda Nelson.....	617-964-5727
	Larissa Hordynsky.....	617-527-5620
Membership Information.....	Keith Manning.....	781-643-4628
Information.....	Ann-Marie Starck.....	508-877-0178
Special Projects Coordinator.....	Marty Weinstock.....	617-491-6523
Publicity Coordinator.....	OPEN.....	
Merchandise	Ken Hablow.....	781-647-0233
Mileage.....	Jamie King.....	978-448-0533
Government Relations	Ted Hamann.....	617-576-0475
Bike Shop Program	Suzi Melotti.....	617-247-3405
Volunteer Committee Chair	OPEN.....	
Social Committee Chair	Ed Glick.....	978-250-1883
Safety Coordinator	Bob Zogg.....	617-489-5913

RIDE PROGRAM COORDINATORS

Vice President of Rides.....	Connie Farb.....	617-497-0641
Saturday Rides	OPEN.....	
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 Arsenaault.....	781-272-1771
Wednesday Ice Cream Ride.....	Gabor Demjen.....	781-237-0602
	Eric Evans.....	617-527-0517
Thursday Fitness Rides.....	Rich Taylor.....	978-287-4921
Friday Rides	Ed Glick.....	978-250-1883
	Daniel Rabinin.....	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

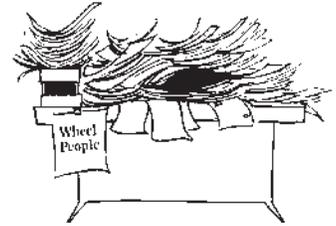
WHEELPEOPLE STAFF

Copy Editor	Jack Donohue.....	781-275-3991
Production Editor.....	David Cooper.....	781-483-6960
Advertising.....	Marty Weinstock.....	617-491-6523

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Webmaster	Gary Smiley..... webmaster@crw.org
Picture Gallery	Rory Dela Paz..... rdelapaz@mindspring.com
Touring.....	Andy Meyer..... asm@ameyer.org
E-Mail List (crw@ameyer.org)	
Administrator.....	Barry Nelson..... barrynelson@alum.mit.edu

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 jmdonohue@alum.mit.edu. Your document must be in "text" mode.

Articles submitted to WheelPeople may also be published on the CRW web site unless the author instructs otherwise.

Insurance

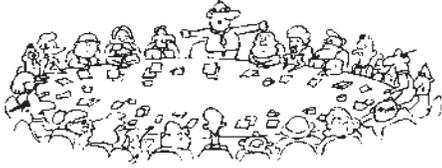
If ride leaders or others have questions about insurance, contact Don Blake at (781) 275-7878. Please do not contact the insurance company.

Advertising Rates

Half Page	\$80.00	Third Page	\$55.00
Quarter Page	\$42.50	Eighth Page	\$24.00
For more information please contact Marty Weinstock at 617-491-6523			

CRW BOARD MEETING MINUTES

October 7, 2003



In Attendance: Bill Widnall, Cindy Sragg, Don Blake, Connie Farb, Barry Nelson, Linda Nelson, Jean Kangas, Marty Weinstock, Tod Rodger, Rita Long, Justin Harris

September 2003 Membership (Linda Nelson)

951 memberships
1,140 members
71 renewals
34 new
55 expired

As a comparison to how membership stats match up to September 2002, Linda provided the following numbers:

September 2002
1,000 memberships
1,198 members
39 renewals
24 new
43 expired

Bill Widnall suggested that we note "membership drive" as a future agenda item.

Finances (Don Blake)

We reviewed the Register Report that showed a beginning balance of \$20,383 and an ending balance of \$23,394.

Rides (Connie Farb)

Bob Zogg has volunteered to fill the position of Safety Coordinator. Tod Rodger has offered to lead a Sunday ride in November with an afternoon start.

Social Committee (Justin Harris)

Introductions were made to Justin Harris who was filling in for Social Chair, Ed Glick. Justin reported on plans for a CRW Halloween Party scheduled for October 25th at the Milky Way Lounge in Jamaica Plain. The venue provides bowling, table hockey, and a pool table. There is a cash bar; snacks will be provided. RSVPs will be required for this party. An email announcing the party will go out to CRW's general list, Board list, Officers list, Coordinators list, and details of the event will be posted on the website. The final cost of the party will depend on the number of people who go. The cost of reserving a party at the Milky Way Lounge (\$150) is not recoverable, but the Social Committee will work hard on publicizing the event so that it otherwise pays for itself.

Other (Bill Widnall)

Jackie Grocer has resigned as a member of the Board. That leaves four (4) openings for Board Election.

Chris Tweed is looking in to the matter of CRW members flying bikes for free on airlines. John Allen is also looking into this as a LAB member.

Merchandise (Bill Widnall for Ken Hablow)

The club jackets Ken received were sent back by him, as the colors weren't right. He awaits another order.

Advocacy (Tod Rodger)

A motion was made that the annual grant be made to MassBike for a third year, with the money earmarked for redoing the cycling portion of the Registry Manual. The motion passed unanimously. We will present a check to them at their annual meeting once again this year as that is a good publicity opportunity for our club. Tod also suggested that we promote some mixing of our two organizations at MassBike's annual rally.

Annual Banquet (Marty Weinstock)

Everything is on track. Suzi Melotti, Bike Shop Representative, should be soliciting gifts from local shops; Marty will call her to remind her of this. Marty will check on John Kane's availability to emcee the banquet; he may have already left the Massachusetts area.

Award Nominations

The Board decided initially to give six awards, no certificates. After a review of the nominations submitted, each board member cast six votes. The way the votes broke down, we revised our earlier decision to have six plaques and no certificates, and decided to award four (4) plaques and four (4) certificates. Cindy will send the results to Ken Hablow so he can produce the awards.

Board Elections

With the resignation of Board member Jackie

Grocer, there are now four positions to fill in the upcoming election. Of the three current Board members whose terms are now expiring, Don Blake is not eligible to run again at this time, having already served two consecutive terms, but directors Connie Farb and Tod Rodger are eligible to run again

Holiday Party (Justin Harris)

Justin presented ideas the Social Committee had to revamp the Holiday Party, traditionally a potluck at Don Blake's church, and the costs associated with a more formal catered party at a rented venue with a D.J./music, etc. After a brief discussion, the Board felt the timing was wrong for two new concept/high cost parties (the Halloween party and the Holiday party) and that there was not enough time to put this together. The Board decided to keep the party the same this year as in the past, and explore alternatives for next year's party.

Application for Federal Tax-Exempt Status (Bill Widnall)

Bill recommended that we pursue obtaining 501(c)(3) status based on our educational mission promoting safe cycling, healthy recreation, etc. With this status, donations to CRW would be tax deductible to the donor. Jeanne (CRW Vice President of Legal Affairs) concurred with this recommendation.

Bill has been contacted by two CRW members who are CPAs, volunteering to help with our annual filing requirements. Bill would also welcome the help of a CRW member who is an attorney with expertise in filing status applications on behalf of non-profits.

The next Board Meeting will be held on Tuesday, November 4th at 7:30 at the United Church of Christ, Lexington.

Respectfully submitted,
Cindy Sragg
Board Member/Secretary

Is Safety on Your Mind?

by Bob Zogg, CRW Safety Coordinator

Let's face it. There are inherent dangers in the sport we love. We are out there on skinny, high-pressure tires, mixing it up with those big, iron machines, while dodging New England potholes and pavement splits. The CRW wants to promote safe and courteous riding practices among its members. Sure, we give safety talks before each ride, but perhaps we can do more. We want to get our collective thoughts together over the winter, then roll out a safety promotional program in the spring. This is likely to include safety tips

in the Wheel People and safety information on our website. Please help out by providing your thoughts and ideas on how best to promote safety. What are the key messages that we need to get across? What would influence YOUR riding habits? Of course, volunteers to help with this effort are welcomed. Please send comments to our newly appointed Safety Coordinator, Bob Zogg, at zogg.r@tiax.biz, or call at 617-489-5913. Remember, safety is about choices. What choices will you make?



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.

Leaders: Different leader each week, to become a leader contact Dick Arsenault [RFArsen@aol.com]

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.

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 work-

out. 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.



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.

Bagels and a Buffalo

Saturday - November 1

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

Ride Type: Arrowed

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.

Artsy Ride

Sunday - November 2

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

Ride Type: Arrowed

Leaders: Duane Roth (781-643-3301, duane_roth@yahoo.com and Nina Siegel

Highlights: This ride goes through Waltham,

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

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

Start: City of Waltham Embassy parking lot

Directions: Route 95/128 to exit 26 Route 20 east towards Waltham. Turn right on Moody Street at Waltham Common in about 1.5 miles, then left on Pine at first light after the bridge. Left into Embassy parking lot after apartment building - watch clearance on lower level.

The Lost Lake Loop

Saturday - November 8

Times and Routes: 10:00 for 25 miles or 40 miles

Ride Type: Cue Sheet and map

Leaders: Steve Mashl (978-244-0286), smashl@att.net

Highlights: A roller coaster ride through the Lost Lake section of Groton combined with the quiet, scenic back roads of Chelmsford, and Westford. The longer ride continues north to Dunstable. A few hills will challenge your legs on the way.

Start: Byam School, Maple Road, South Chelmsford MA

Directions: From Boston, take Rte.2 west to the Concord Circle then west on Route 2A to the traffic light at Route 27. Turn right on Rte 27 and go 5.5 miles to the Kate's Corner Store in South Chelmsford. Turn left on Maple Road. Byam School is 0.2 miles on the right just opposite the Agway store. By bike, ride past Great Brook Farm in Carlisle, take the first left after the Hart Barn onto Proctor. Follow Proctor to South Chelmsford and across Rte 27 onto Maple Road.

Bagels and A Buffalo

Sunday - November 9

See November 1 listing

Western Suburban Ride

Saturday - November 15

Ride Type: cue sheet and map

Times and Routes: 11:20 for 27 or 50 miles

Leaders: Linda and Barry Nelson (617-964-5727 before 9 PM) [BarryNelson@alum.MIT.edu]

Highlights: We take serene and lightly traveled back roads through the low income neighborhoods of Weston, Wayland, Sudbury, and Lincoln. The long ride adds Acton, Concord, and Carlisle.

Start: Auburndale commuter rail station parking lot. Urban members without cars can take the commuter rail from South Station, arriving at the Auburndale stop at 11:12. See [\[www.mbta.com/traveling_t/schedules_commuter_linedetail.asp?line=framingham\]\(http://www.mbta.com/traveling_t/schedules_commuter_linedetail.asp?line=framingham\)](http://</p></div><div data-bbox=)

Directions: From Route 128 take the Exit for Route 30. Take Route 30 East toward Newton. At the first light bear to the right for Auburn St. The parking lot is on the right just after Woodland Rd.

Bolton Country Tour

Sunday - November 16

Times: 10:00 AM; second start at 1 PM

Ride Type: Map, Cue Sheet, maybe arrows

Leaders: Tod Rodger (978-456-8654 before 9PM)

Highlights: Enjoy the late Fall in the rolling countryside of Stow, Harvard, Bolton, and Littleton, including the dam at Wachusett Reservoir. 43 and 29-mile rides on quiet scenic roads with a stop at Bolton Orchards for cider, donuts, etc. Choose a 10 AM or 1 PM start for either ride.

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

Directions: Route 2 West, exit left onto Route 111 @ exit 43, turn left onto Route 27 at light. Central Street is a sharp right turn .95 miles past the light at Route 111. Look for the Mobil station then the tower of the wheat-yellow colored Acton Music Center on the corner.

Cambridge to Cambridge Reservoir

Saturday - November 22

Times: 10:00 for 22 or 37 miles

Ride Type: arrowed

Leaders: Connie Farb (chfarb@yahoo.com, 617-497-0641) and Justin Harris, (617-323-1930, justinharris@rcn.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 northwest, 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 and turn right at light on

Washington St., then third (quick) left onto Roberts Road (one-way). The parking lot is at the end of the street on the left. From the west, Mass Pike to Cambridge exit. Cross river and follow River St. through Central Sq. (becomes Prospect). Left onto Hampshire, left at light onto Cambridge St. Parking lot is after about a mile, on the right. By T, take the Red line to Harvard Sq. stop and ride up Cambridge St.

The New Old North Andover Ride

Sunday - November 23

Times and Routes: 10:00 for 47, 28, and 19 mile loops.

Ride Type: Cue Sheet only

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

Highlights: The medium (28 mile) ride travels through the lakes and farms of No. Andover, Boxford, Georgetown, Groveland, and Haverhill, with a snack stop in Boxford Center. The short (19 mile) loop is a tour of Andover, including Harold Parker State Forest, and parts of the downtown. The long ride (47) is a combination of the medium and short rides. SNOW OR RAIN CANCELS!

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

Plymouth and Pilgrims

Saturday - November 29

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 just past, 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, 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).

Willett's Pond Wayfare

Sunday - November 30

Times: 10:00 for 42 miles and 10:30 for 20 miles

Ride Type: Arrowed

Leaders: Eric Ferioli (781-235-4762)

Highlights: Recycled GEAR ride and then some. Short ride goes through Wellesley,

Needham, Dover and Westwood. Long ride adds Walpole, Norwood and Sharon.

Start: Wellesley High School

Directions: From Rt. 128 exit 21-22, Rt. 16 West towards Wellesley. Go through Wellesley Hills past clock tower on right. Continue on Route 16 through intersection at lights of Forest St. (on left) and Rockland (on right). Take next left at green sign for school (about 500 ft) onto Rice St. Continue to school. Parking lot is just past school, entrance to lot is at the far end of the lot.

Take a Bow

CRW would like to thank all the 2003 ride leaders for another successful season of riding. Here is the list of people who help keep the club rolling. It includes weekend ride leaders as well as leaders of recurring rides, Wednesday Wheeler rides, winter rides, and the Intro ride series. So a big THANKS to:

John Allen
Dick Arsenaault
Mike Barry
Peter Brooks
Susan Broome
Jim Broughton
Mike Byrne
Dana Chandler
Janet Cochrane Miller
Paul Corriveau
Ed Craddock
Jenny Craddock

Gabor Demjen
Linda DeNering
Wes DeNering
Peter DiMarzio
Mark Dionne
Jack Donohue
Eric Evans
Connie Farb
Eric Ferioli
Rich Fields
Bill Fine
Ed Foster

Ed Glick
John Goeller
Winslow Green
Susan Grieb
Jackie Grocer
Ken Hablow
Ted Hamann
Mike Hanauer
Charles Hansen
Justin Harris
Jonathan Hart
Tom Hawkins
Bill Henke
Jim Hill
Steve Hoffenberg
Carl Howerton
Derwin Hyde
Bruce Ingle
Larry Isaacson
Sumner Kagan
Jeanne Kangas

Michael Katin
Steve Kolek
Fred Kresse
Irving Kurki
Rick Lawrence
Joan Laxson
Greg Lee
Andree Lerat
Rita Long
Melinda Lyon
Harry Manasewich
John Mannix
Bob Maselek
Steve Mashl
Peter Mason
Dave McElwaine
Don McFarlane
Jim McGarry
Diane Meuser
Andy Meyer
Fred Mueller

Arnold Nadler
Barry Nelson
Linda Nelson
Sander Nydick
Kelly O'Connell
Jean Orser
Ron Pawlowski
Jim Pearl
Paul Pelan
Eli Post
Daniel Rabinkin
Joe Repole
Lyn Rodger
Tod Rodger
Duane Roth
Jacek Rudowski
Stan Sabin
Susan Sabin
Bill Scott

Mark Sevier
Nina Siegel
Anne-Marie Starck
Martin Sterman
Jim Sullivan
Ilkka Suvento
Rich Taylor
Jack Vergados
Dan Walsh
Pat Ward
David Wean
Sarah Weaver
Bill Widnall
Sheila Widnall
Lisa Wilk
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Ken Zaniewski
Bob Zogg

Apologies in advance to any leaders who may have been overlooked.

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Back to Africa

by Ralph Galen, Co-founder CRW

Ten years ago at age 68 when I began my two year global bicycle trip I was of the opinion that "Age Was Only A number". Now at age 78 I know that to be merely a cliché. Ten years ago I did not even take a band-aid with me but this time in addition to evacuation insurance there will be a pill box included in my limited baggage. What has not changed is my enthusiasm for bicycle touring. Instead of the Globetrotter tandem I will be taking my Solana made by Santana to carry gear for an eight months journey that will begin in Nairobi, Kenya en route to Arusha, Tanzania where I will join Thompson's Safari in the Serengeti for two weeks. From there Zanzibar, Madagascar, the Islands of Mauritius as well as Reunion are in my sights. South Africa will be the last stop to see friends in Capetown from my previous tour as well as a second look at the Cape of Good Hope. From Johannesburg, SA. We (Solana and I)

will fly to Miami and will then pedal back to Cambridge. During the course of the trip I plan to send monthly update reports to you the members via the Wheelpeople. See you in June of 2004!

(Ed: We may not be able to publish all of Ralph's reports, but we'll put them on the web site for those interested in tracking his progress)

Holiday Party - Continued from page 1

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, dgblake@rcn.com).

Babz Bike Bits

“Eating Diesel”

by Barbara Clough

His fingers were gently probing the pectoral muscles along my ribs, when he asked how I thought I had pulled them and when.

“Well,” I said, “initially it started when I was doing cartwheels and somersaults with a friend’s four year old daughter. But I also just built this fixed gear, and I think riding that.”

His entire demeanor changed from professional detachment to sheer delight. “You have a fixed gear?” he said, and from that point on the conversation shifted from sore ribs and inflammation to the joys of riding fixed gears. For me, accustomed to my friends’ eyes glazing over at my mention of my fixed gear, talking to someone who not only knew what it was but had ridden a fixed for ten years and obviously, still fondly remembered it, was an absolute treat. As I sat in the examining room in my little, blue paper johnny my very British doctor recounted a story of riding his fixed gear at Oxford. An American (of course, he joked) questioned him about the funny bike with no gears that he was riding. Young men being what they are, a challenge ensued, and of course, the acceleration on a fixed gear, so different from that of a multi-gear, and the lightness, combined to leave the American a half mile behind and losing ground and my doctor with fond memories.

This is what building a bike and learning how to ride it have wrought - animated conversations in fluorescent bright examining rooms with people whose work life is about maintaining an appropriate professional demeanor and distance. Until you bring up the bike.

The funny thing is, I’m not actually very good on my fixed gear yet. When I brought it home originally, I rode around on the single-speed side of the hub just getting used to the different feel and the workload. On my multi-gear and the single-speed I can be quite lazy without even thinking about it - coasting down hills, standing up when my muscles get tetchy, standing when the road gets a little rough. When I switched over the actual fixed-gear side it was a whole new world, and one for which I felt surprisingly ill equipped. I had to keep reminding myself that I could not stop pedaling! That sounds so patently ridiculous, but I never realized how irregular

my pedaling often was. How do you stop? Stop pedaling, put on the brakes. How do you stop on a fixed gear? Stop pedaling and catapult yourself over the handlebars?

I feel much more connected to the fixed gear, and for short hops around town, it is definitely my preferred mode of transportation. I built it sturdy, so the pounding it gets going south on Route 99 doesn’t make me cringe. When I have to cross the grated bridge, my fat Kevlar tires actually make contact at various points, so I don’t feel like I’m riding on a wing and a prayer. But the connection also has to do with the motion of the bike and the synergy, which seems so much more free-flowing than on my multi-gear. I am learning (finally) how not to use my brakes all the time, but use my legs to stop the bike. Initially when I put that little bit of downward pressure on the spin, I was afraid I’d tear up my knees. What I actually find happening is my calves and thighs absorbing the forward motion, so my muscles get a workout whether pedaling or stopping. And using my legs in conjunction with my brakes slows me that much faster with less wear on bike parts and body parts.

Working downtown, I would often watch the couriers balancing on their bikes without forward motion for what seemed like minutes waiting for traffic to clear or the light to change. I’ll admit, I’m not very good at that yet, but I always used to wonder why they did that. Why not just put your foot down and get a few minutes breather? (I’ll do anything for a few minutes breather most days!) Now I know. It’s easier to keep both feet in and be ready to move than to stop, get your feet out of the clips, lift the back wheel to spin the pedal around to wherever your comfort level is for starting, get feet back in the clips, and then make sure you actually get started in the right position.

I find on my fixed that I am a much more defensive and strategic rider. (God, I can’t believe I’m saying that. I really don’t take myself that seriously.) But I’m looking down the road, judging the lights, watching for stupid pedestrians who leap out in front of green lights, assessing which cars are making rolling right hand turns. I, too, no longer want to put my foot on the ground - I just want to keep rolling forward, albeit slowly, but moving with the bike.

I find myself pounding up hills NOW - granted they’re little hills - this is Boston after all. And flying down the other side, legs whirling, getting more spinning

practice in then I normally would. I still take my multi-gear for anything more than five of ten miles of flat road and city riding. I liken it to switching between an automatic and a standard - there are a few minutes when I have to think about which bike I’m on. Fixed with toe clips or multi with clip-ons, pedal or coast? But then all the synapses start firing at the right time and I remember where I am and how to ride. And the ticket is still the riding and that buzz when I’m moving faster than traffic and eating diesel for breakfast on Route 99 and wondering why in heaven’s name anyone would want to ride any vehicle other than a bike!

Fall Century - Continued from page 1

the pieces fall into place on the day of the ride. Rosalie Blum, Janet Blake, and Barry and Linda Nelson registered the large group of cyclists. 170 opted for the full century while 130 did the 50/62 option.

The riders were met on the route at the two designated water stops staffed by Glen Coffman, Mary O’Brien, Susan Grieb and Janet Cochrane Miller. Melinda Lyon swept the route by bicycle with some of her friends with whom she had just completed PBP - Glen Slater, Ted Lapinski, Ernie Landry and his friend Suzanne. They assisted one woman who had a flat due to a weak tire sidewall. Several feet of duct tape in and around the tire and she was back on the road. She rode 60 miles on duct tape and met her goal of finishing the century along with her husband and 14 year old son.

The finish area was stocked with lots of great food supplied by Larissa Hordynsky and Linda Nelson. Suzi Melotti and Jamie Marer helped out Larissa as the hungry riders returned ready to eat. Jamie is not a CRW member and lives in Ohio but her friend was riding and she wanted to make herself useful. She was a lot of fun and a lot of help. I wonder if she can come to Boston every spring and fall to help us out. Fran Goldstein, Arnold Nadler, Dave Jordan, and Robin and Bill Inman checked riders in all afternoon until the last few straggled in around 6:15PM. Thanks to Mike McCreary, an Acton resident and CRW member, who let us use his house to replenish our water jugs. Don Blake delivered all of our tables, chairs and accessories at the crack of dawn before buzzing off to spend the day with his favorite friend, Jasper the dog. Thanks to Eric from Bikeway Source for giving the riders technical support before the ride. Thanks also to the Acton School Department and the Acton Police who have been very nice to us since we moved the start location to Acton last year.

La Premiere Feminine—Defending the Title

by Melinda Lyon

I have been awake for 28 hours and am planning on staying awake at least 28 more.

My stomach has rebelled from the quantities of liquids and solids I have been consuming to keep my body going. I am wondering how I am going to even get out of the bathroom, never mind the 600 kilometers back to Paris. Welcome to the second half of

2003 Paris Brest Paris-- where the real ride begins.

I won Paris Brest Paris (PBP) in 1999 as an unknown American. I rode that race for a fast time and happened to end up in first place right from the beginning of the ride. Being in first place gives a certain ego boost that can chase away some of the pain and suffering of such a long ride. The entire ride I was being cheered as the Premiere Feminine at all of the checkpoints. This would always perk me up to try harder and keep the pace up. The elation of winning such a prestigious event stayed with me for the four years until the next PBP was held. I really wanted to repeat as the first female finisher.

PBP is a 1200 kilometer (750 mile) ultra marathon bike ride. It is held every four years as an amateur event in which 4000 cyclists participate. Its history as a bike race dates back to 1891 earning a reputation as the world's oldest bike race. In the last 50 years or so it has been run as a randonneur event for amateurs and touring cyclists to try to complete the distance in 90 hours or less. While most come simply to try and break the 90 hour limit, there is a small group who treat the ride as a race against the clock or against each other.

Qualifying for PBP is a test of endurance unto itself. All potential entrants must complete a series of 4 rides in the year leading up to PBP. Starting off with 200 kilometers and finishing with a 600 kilometer ride over a series of weeks gives the rider a feel of how the bike and the body operate on fatigue and adversity. The US qualifiers are run in different regions and my qualifiers were a convenient 45 minutes away in Bedford, MA. These rides are run on a time and date schedule set by the organizers in France. The rider must complete the ride on the date specified and within a time specified. Our first ride, the 200K was set for April 5, 2003. This date loomed ominously all winter, all of us knowing that April 5 could bring almost any kind of weather to New England. I rode as much as the winter would allow in January and February and then as the grip of winter eased somewhat in late March I was able to ride a couple of 100 mile days



Melinda signing in at a PBP control

and 300 mile weeks. Training was going as well as could be expected for so early in the season. Then on a sunny, dry mid afternoon ride I ended up helmet and shoulder first into the pavement with the feel of crunching in my shoulder. A stick had jammed into my spokes and front fender, stopping the bike abruptly and sending me into the pavement. I was only 200 yards from my house when this occurred so I walked home and my boyfriend Robye convinced me to take a trip to the emergency room. The pain had become so intense by the time I arrived that I was feeling faint. I work at a local hospital as a cardiovascular tech so I was able to speed up my admission by seeing a friend who was working that afternoon. She gave me the much needed pain killer and the x-ray confirmed a badly broken collarbone. I was sent home with the news that cycling was out until further notice. My 200K was only 8 days away. My trip to PBP was in jeopardy before it even began.

I rested, took the pain killers and within a week was on an indoor trainer. No possibility of riding the 200K as the pain was still significant so I started looking for alternate qualifying sites that were at a later date.

The day of the scheduled 200K was our brevet organizers worst nightmare.

Snow, sleet and rain had turned the roads into a slippery mess so Tracey Ingle was forced to reschedule the ride. This included riding it the following day as a supported, group ride or up to 7 days after as a solo unsupported brevet. This gave me the chance I needed to heal and do the ride the following weekend as a solo ride. I completed it on a balmy 40 degree day with plenty of headwind on the return route. I had only one handlebar position that was comfortable and hitting bumps and potholes was painful. I completed the ride with patience and Advil, and had only 6 days to prepare for our next brevet qualifier.

The 300K was again cold but I was happy to be there at all.

It was 32 degrees for the first few hours before the sun warmed things up the last 90 miles.

The final two qualifiers went well. I started to meet others who were planning on riding PBP and we all got stronger with every ride. As our training advanced John Jurczynski, Ted Lapinski, Glen Slater and I made tentative plans to travel and ride together in France. In June we all successfully completed our 600K and were officially 2003 PBP qualifiers!

Tracey and Bruce Ingle did a great job running our Boston Brevet Series. This was challenging due to the early season dates that had been set up by the French officials. They even ran two optional events later in the summer to make sure that we kept our training up. Bruce would always do the ride the weekend before we did as his qualifier and then give a detailed report on his ride which helped us the next weekend. Tracey is our local "den mother" and makes sure we get fed, bathed, qualified, transported-- whatever we need.

Unfortunately, Bruce broke his collarbone in France the week before PBP. He was unable to start and came home early. This was a real blow for him and the rest of our local randonneur community.

During July, I trained hard on the

weekends and incorporated group rides into my riding to keep my speed up. It is important to have some speed to take advantage of the large and fast pace lines that we would encounter in France. The real test came on the Petersham Double Century in July. I found myself somewhat over my head with some better riders but I managed to hang onto the pace and was proud of my 10:43 finishing time. I felt as ready as I could be for PBP.

August 15 John, Ted, Glen and I left for Paris. We had two days to get the bikes tuned up and the bodies rested. The start we had selected was at 8PM on Monday night. There are three start times to break up the crowd and 8PM is set up for the fastest riders. There were 1000 people in this group so we got there at 6PM to ensure a better placement towards the front which we felt would be faster and safer. Two hours of standing around with 1000 hyped up riders was endless. My friend Chris Grealish gave me a pep talk about what it takes to win and this really fired me up. My sister had traveled over for the trip and somehow found us in the crowd for well wishes and pictures.

At 8PM the gun went off and we were finally riding. The first hour is quite hectic so staying upright on the bike was my main concern. The pace was fast but we soon settled into something reasonable. Twilight settled in and we had the great feeling of being in a huge peloton with the sun setting over the French countryside. I tried to relax and use the massive group to draft behind. I looked around to see who my female competition might be. There were two Italian women with a large group of Italian men around them. There were a couple of French woman. Somewhere in the pack but not visible to me was the highly touted and well financed syndicate supporting Ann Crossland from Colorado. She had a lot of support including a very fast male pacer.

Car support is allowed at PBP. The car can only meet the rider at the controls and cannot be on the route at all. Most if not all of the woman at the front seemed to have support-- except me. I had chosen to do the ride unsupported as I have done in the past. I would prefer to do the ride as a true randonneur, carrying what I need and getting my own food and water at the controls. I did have two bag drops at the American controls for extra food and clothes. If it meant losing the race to a supported woman I would still do it unsupported. This looked like a distinct possibility this year. I would get to a control with the other women and they would be out on the road at least 10 minutes faster. They were all slower riders than our group so we could catch them on the road but

lose ground at the next control. There were at least five women within an hour of each other and they all seemed to have support. Their teams knew who I was and where I was. I was constantly guessing who was ahead and by how much.

After 400K I gave up on "racing" this ride as it was really tiring me out. I was out of energy, dehydrated and despondent over the possibility of not winning. If I was going to finish at all it had to be at my own pace and winning might just come from outlasting the others. I had ridden enough 1200K's to know that there was still a long way to go. My emotions were buoyed somewhat when at the 500K control I was told that I was in second place. In my earlier bout of depression I had convinced myself that I must be in 4th or 5th place and losing ground. All of these women seemed stronger and had great support. In reality, all of the others save one had also slowed down due to the earlier fast pace. Who was in front and by how much? I had no idea but continued to ride steadily through the hills and ridges of western Brittany.

Carhaix is the second to last control before the turnaround at Brest. My time was still similar to my winning time in 1999 and I was feeling better. It was cool and sunny, quite a beautiful afternoon in Brittany. My riding partners from home had shrunk by one. John J. had a bad first 24 hours and had dropped back. Ted and Glen were still strong so we rode to on to Brest together. We had picked up

another New England friend, Ernie Landry, and he rode with us through that day and the next night.

Shortly after leaving Carhaix, we passed a French woman riding very slowly. Could this be the elusive first place woman? I would only know when I got to Brest and was given my position. A glimmer of hope for the victory was rekindled.

Continued next month.

Online Map Database

Technology marches on, and many of you use the latest software to map your rides, including generating topo profiles of hilly rides and cues downloadable to a GPS. So we thought it would be a nice idea to provide a place where members and others could share their data files.

We have a bunch of old Street Atlas 4 maps for many of the rides in the cue sheet database. We will be phasing them out and replacing them with the new map database.

Paul Hardin has volunteered to coordinate the effort. He'll collect and catalog the files, then give them to Gary Smiley, our webmaster for publishing on the web. We've dealt mainly with Delorme Street Atlas files in the past, but files created with any mapping software are welcome. We'll try to arrange them by application.

So send the info to Paul at crwgp@guy.comcast.net, and maybe by next spring we'll have a good selection available.

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police officers in Massachusetts at last year's Bicycle/Pedestrian Conference, and the Concord PD will sponsor a regional training for surrounding towns in September. It remains to be seen how many of Governor Romney's reforms will be enacted, and the MassHighway Design Manual is being re-written. This manual will have profound impact on whom bicycle advocates will work with to determine the shape and character of most major roads in Massachusetts. Tim is on the Task Force recommending changes to the Manual, and has been named Chair of the Committee that will oversee changes to bicycling issues.

MassBike has identified five communities and regions that are ripe for bike committees. They are:

1. The Berkshires Been meeting with advocates in the Berkshires, who have already been active stopping a poor design of Route 7 (a major bicycle route).
2. Cape Cod Been meeting with local advocates, and a loose affiliation of Cape Cod Bikeways Committees is interested in creating a more formal structure that will become a more potent political force.
3. Concord Been collaborating directly with Concord's Department of Public Works.

New Share-the-Road signs and improved shoulder markings are being implemented on a trial basis. Once the Bike Committee Guide is finished, MassBike will work to establish a formal committee.

4. North Reading Met several times with local advocates who are interested in formalizing their bike committee, as well as with the local police department. North Reading is a key part of the North Suburban Regional Bicycle Plan, which could serve as a model for the rest of the state and is nearing the implementation phase.

5. Worcester Once the Bike Committee Guide is finished, MassBike will work to organize identified local advocates in this key city in the state.

MassBike already has an Earn-A-Bike program in the city.

Additionally, MassBike now has names and contact information for over 50 active committees in Massachusetts. They'll work to get the guide out to all of these groups and serve as a resource once the guide is ready.

Police Education Program

In December, 2001, CRW awarded the first \$5,000 Advocacy Grant to MassBike to develop a police education program. Tim reports that it has been finalized and

presented to police departments in North Reading, Concord, and Cape Cod. There are about 15 training sessions scheduled from July to September throughout the country. This program may be used as part of the National Highway Traffic Safety Administration's program to extend what was accomplished with CRW's funding. Essentially, CRW has allowed MassBike to take the program national.

In summary, CRW can and should feel good that the Advocacy Grants are being used effectively by MassBike to make Massachusetts a better place to bicycle!

Sunday Afternoon Rides

Please note that the Bolton Country Ride on Sunday, Nov 16 will be offered at both 10 AM and 1 PM. This is an experiment to see how much interest there might be in afternoon rides as Fall approaches and the weather gets cooler. So if you like to sleep in or go to church on Sunday mornings, the 1 PM start might be the ride for you! If you like the idea of afternoon rides generally, consider leading one. Contact any Rides Committee member (see <http://www.crw.org/contacts.htm> for contact info) if you are interested.

The Captain Speaks

by Steve Vincent

Since Wheel People has recently published two columns by women who have stoked one of my tandems, I couldn't resist writing at least a short column from the captain's point of view. Stokers are used to having verbal control, of course, so this literary venture includes an element of risk. We captains already have physical control over the bikes, and most of us are very cautious not to violate the first rule of tandem riding. (As you will recall, "The stoker is always right.") Acknowledging, then, that I may be totally wrong, here are a few of my own observations and opinions.

We've seen some discussion in these columns over why the guys always end up in front of the bike. We've read about how captains are usually larger than their stokers and tandem frames are typically built with a larger frame size up front than in the back. This very practical consideration has generally been sufficient to keep my friends on the back of my bikes because I'm taller than most people. Let me tell you, however, that the real issue is weight!

A friend of mine told me that she'd always wanted to ride on the back of a tandem. Since I figure that any bike ride is a good bike ride, I took her out for a spin. You should know at this point that this friend is a lot heavier than I am. That's not really very hard to achieve, in spite of my height, but it turns out that a heavy stoker has a lot more control than you might think. Her every twitch sent the bike careening in a new direction. I started allowing vast amounts of space when we hit traffic, and begging her not to move when we negotiated narrow passages. Yup, you really want the heavier rider to be in control, unless the stoker is fully committed to holding steady and letting the captain steer.

Since my wife's passing, I've had the opportunity to ride with a number of different stokers, generally of the female variety. I think this is a whole lot of fun. We may not always ride as fast together as I'd manage to ride on my own bike, but it's a great way to carry on a conversation, and the teamwork aspect of the ride gives it a whole different character from riding alone.

One unexpected benefit of riding a tandem with a stoker weaker than oneself is that it builds hill strength. I live right downtown Boston, and there aren't many hills worth training on around here. In spite of that, I find that riding in Vermont is surprisingly easy since I took up tandem riding. I can only imagine that putting out that extra effort to ride at one's normal pace with a less-strong rider in the back is a lot like riding uphill. After logging thousands of miles in that way, I couldn't help but feel a surge of power the first time I attacked a long hill on my lightweight single bike. This is another reason, then, that I enjoy being a tandem captain. It's good training!

My experience is probably common, though, that I'm a lot more enthusiastic about this business than most of my stokers. In the first place, I'm a lot more willing to spend a long time in the saddle than anybody who hasn't built up those essential bun muscles that make even a good bike saddle bearable. This means that many

Continued on next page

September Mileage Totals

1	7	7	6	4	1
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Name	Miles	M	C	K
Melinda Lyon	11960	7	7	7
Gerald Goode	10664	-	-	9
Tod Rodger	7941	8	6	5
Robin Schulman	7668	3	1	3
Jack Donohue	7599	1	-	2
Mike Kerrigan	7505	7	6	4
Bruce Ingle	7117	7	6	4
Don MacFarlane	6789	8	-	1
Steve Robins	6774	-	-	-
Paul Hardin	6257	7	4	-
Irving Kurki	6257	8	2	2
Chris George	6142	4	1	-
Peter Knox	5410	4	4	3
Dick Arsenault	4001	2	1	-
Ken Hablow	3821	5	1	-
David Wean	3730	3	-	-
Doug Cohen	3488	4	1	-
Joe Repole	3467	9	9	-
Butch Pemstein	3399	5	-	-
Glenn Ketterle	3266	-	-	-
Lisa Weissmann	3234	6	4	-
Bob Sawyer	3217	1	-	-
Gary Smiley	3090	3	-	-
Joseph Tavilla	2915	3	1	-
Nancy Marchand	2780	5	3	-
Don Mitchell	2498	3	1	-
John Goeller	2310	3	1	-
Bill Hanson	2116	2	-	-

Name	Miles	M	C	K
Gabor Demjen	2019	3	-	-
Lincoln Ross	1885	4	-	-
Gregory Lee	1750	3	1	-
John Springfield	1715	-	5	-
Marc Webb	1703	2	1	-
William Lane	1693	-	-	-
Dan Pratt	1685	5	-	-
Elliott Morra	1588	-	-	-
Cynthia Snow	1539	-	-	-
Ted Hamann	1485	-	-	-
Cynthia Zabin	1448	-	-	-
Elaine Stansfield	1404	3	-	-
Rich Whalen	1257	3	-	-
John Allen	1229	1	-	-
Frank Connell	1160	2	1	-
Barbara Clough	971	-	-	-
George Caplan	908	-	-	-
Lyn Rodger	894	1	-	-
John Loring	843	2	-	-
Greg Tutunjian	827	-	-	-
Mike Hanauer	768	-	-	-
Jim Broughton	707	-	-	-
Phyllis Mays	695	-	-	-
Elisse Ghitelman	693	-	-	-
Jeff Luxenberg	687	-	-	-
Jared Luxenberg	460	-	-	-
Tracy Ingle	126	-	-	-
Jacob Allen	87	-	-	-

To all the mileage list participants, it's nice to see the first two riders over that 10,000 mile mark, congratulations to Melinda and Gerry. I get sore just thinking about it. This is the best time of year to ride, the trees are just beautiful and the humidity is gone. Just be careful of the leaf peepers and the wet leaves on the ground. Please keep those miles coming to me by the 5th and try to give me the YTD if possible, it's less confusing for me that way.

Thanks, Jamie (aka Les Myles) King

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: Jamie King (jamie_e_king@charter.net or 978-448-0533).

of those folks trying to humor me get a lot less enthusiastic after a dozen miles or so. I've learned to ask lots of questions during the beginning of a ride with a new stoker, because neither of us wants to find out at the apex of an out-and-back trip that the stoker really doesn't want to spend another moment in the saddle. (Remember: The stoker is always right. Start out with short rides and break in your stoker the way you broke yourself in so many years ago!)

The best thing about being a tandem captain is the conversational opportunity. A strong rider can have an effective workout with a weak rider and nobody gets bored or frustrated. I hear that stokers enjoy some of these same benefits, at the cost of control and the ability to see the road ahead. (But wait! Don't forget how free you are to watch the world go by on either side without any concern over pavement, which your captain negotiates so skillfully.) But I'll admit, I've never been back there. I'm almost willing here to offer to stoke for Babz, but she said in her column that I'm not an aggressive enough rider. Do I dare, then?

WELCOME NEW MEMBERS

Richard Vignoni	Littleton	Frances Dibisceglia	Somerville
Daniel Rabinkin	Bedford	Randy Baker	Medford
Randy Gruber, Leslie Githens	Natick	Jeffrey Thompson, Elaine Thompson	South Weymouth
Jim Young	Sherborn	Erin Handler, Tristan Handler	Brookline
Jeff Horan	Wayland	Ellen Sugarman	Brookline
John Dacey, Marie Dacey	Winchester	Jane Stanhope	Brookline
Robert Burns, Mira Burns	Mansfield	Lauren Barakauskas	Brookline
Brian McDonald	Medway	Loren Borud	Brookline
Sam Holster	Boston	Tracy Schneider	Newtonville
Michael Nero	Charlestown	Kimberly Gilman	Watertown
Jonathan Heisey-Grove, Dawn Heisey-Grove	Jamaica Plain	Kara Gilman	Watertown
Deb Gammerman	Brighton	Barbara Westmoreland	Hampstead, NH

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CRW members may submit non-commercial ads at no charge. Submit the copy to the editor as described on page 2.

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- 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
- Boston Bicycle**
842 Beacon St., Boston (617) 236-0752
- 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
1 Gleason Road
Bedford, MA 01730

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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:

- acknowledge, agree and represent that I understand the nature of bicycling activities and that I am qualified to participate in such activities; I further acknowledge that the Activities will be conducted over public roads and facilities open to the public during the Activities and upon which hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the activity;
- 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;
- herby 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.

I would like to receive my monthly issue of WheelPeople as:

PAPER via Postal Service ELECTRONIC via email

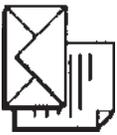
The electronic file is a pdf file and requires Adobe Acrobat 4.0 or greater.

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 Linda Nelson, 65 Hillside Ave, West Newton, MA 02465.

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 _____



Renewal or Change of Address?

Don't miss a single issue of WheelPeople! Send your renewal or change of address to our Membership Coordinator:
Linda Nelson, 65 Hillside Ave, West Newton, MA 02465.