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# Wheel People

Newsletter of The Charles River Wheelmen

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On the roads of New England since 1966

Volume XXVI, Number 10 • October, 2002

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## 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 2 with your check to Don Blake, One Gleason Road, Bedford MA 01730. The cost for reservations received after that will be \$20.

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### I Wonder What It's Like In There?

On CRW trips, have you ever noticed that we bike past some very interesting places - and never stop! Places like:

- De Cordova Museum in Lincoln
- Wayside Inn in Sudbury
- Hammond Castle in Magnolia (North Shore Coast Rides)
- Wineries in SE Mass/RI

Wouldn't it be fun to get together with biking friends to actually see some of these places, or others you've thought of, now that the weather is cooling off? We're look-

ing for people to organize very informal groups to see places we miss by not getting off the bike. If you haven't had a chance to volunteer for CRW, this is easy. All you have to do is pick a place, pick a date, find out what admission policies are (if applicable), do a short write-up for WheelPeople (I'll help) and show up for the event. Feel free to be creative - all ideas are welcome. Let me know how I can help.

Rita Long  
Social Chair  
RitaLong@attbi.com  
781-899-9177

### MassBike Uses CRW Grant for Police Officer Education

by Tim Baldwin,  
MassBike Executive Director

There are many good ideas out there that could improve bicycling in Massachusetts. For example, Bicycle Advisory Committees in all 351 cities and towns in the state, a bicycle education program that reaches every middle school student in Massachusetts, and a network of signed bicycle routes throughout the state.

Thanks to a grant from the Charles River Wheelmen, the Massachusetts Bicycle Coalition (MassBike) has been able to begin implementation of one good idea-- the Bicycle Education Program. In Massachusetts, most police officers receive no formal training about the traffic laws that impact cyclists.

Bicycling is not covered in basic training for new recruits, nor is it covered in in-service training for experienced police officers. Even police officers who ride bicycles do not receive extensive guidance on the bicycle laws.

MassBike felt that it was important to fill this gap in police training. The goal of the police education program is to reach all police officers in Massachusetts and give them the tools they need to equitably en-

Mass Bike - Continued on page 3

### New Zealand Slide Show

Friday, October 25, 2002

Come see Steve Hoffenberg present a slide show and talk on his March 2002 guided bike tour and multi-sport adventure trip on New Zealand's south island. It's on everyone's list of the world's great cycling destinations. If you haven't been there, come see what you've been missing. If you have been there, come reminisce.

Arrive early, around 6:30, and we'll order some pizza, otherwise 7:30 for the main event. The show will be held at 26 Fox Run Road Bedford. If you're interested in the pizza, call Jack or Susan at 781-275-3991, so we'll know how much to order.

New Zealand Slide Show - Continued on page 8

#### Highlights Inside:

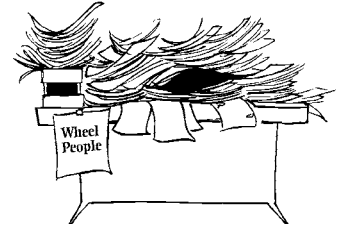
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The Charles River Wheelmen is a group of active adult bicyclists which sponsors a year-round program to promote the enjoyment of cycling. During the regular season - early Spring to late Fall - at least two ride loops are available every Sunday, designed 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 |
| Vice President of Finance       | Tod Rodger        | 978-456-8654 |
| Vice President of Publications  | Ken Hablo         | 781-647-0233 |
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|                                 | Larissa Hordynsky | 617-527-5620 |
| Information                     | Dave VanAmeijden  | 781-354-1144 |
| Special Projects Coordinator    | Marty Weinstock   | 617-491-6523 |
| Publicity Coordinator           | Steve Kolek       | 781-674-1090 |
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| Mileage                         | Edson Trumbull    | 617-332-8546 |
| Government Relations            | George Eckert Jr. | 508-653-6913 |
| Bike Shop Program               | Lauren Perinchief | 617-734-2448 |
| Volunteer Committee Chair       | Linda Nelson      | 617-964-5727 |
| Social Committee Chair          | Rita Long         | 781-899-9177 |

### RIDE PROGRAM COORDINATORS

|                                    |                      |              |
|------------------------------------|----------------------|--------------|
| 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 Arsenaault      | 781-272-1771 |
| Wednesday Ice Cream Ride           | Gabor Demjen         | 781-237-0602 |
|                                    | Eric Evans           | 617-527-0517 |
| Thursday Fitness Rides             | Peter Mason          | 781-646-5106 |
| Friday Rides                       | Steve and Kate Mashl | 978-244-0286 |
| Saturday Fitness Rides             | Dave McElwaine       | 781-821-8643 |
|                                    | Mark Dionne          | 617-965-5558 |
| Sunday Fitness Rides               | Carl Howerton        | 781-837-9777 |
|                                    | Jim Hill             | 781-337-5394 |
| Urban Rides                        | Charles Hansen       | 617-734-0720 |

### WHEELPEOPLE STAFF

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| Touring   | Andy Meyer..... asm@ameyer.org             |
| E-Mail List( <a href="mailto:crw@ameyer.org">crw@ameyer.org</a> ) |  |
| Administrator   | Barry Nelson..... barynelson@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

September 3, 2002

In Attendance: Barry Nelson, Tod Rodger, Jim Sullivan, Bill Widnall, Rita Long, Ann-Marie Starck, Marty Weinstock, Rich Fields, Don Foster, Cindy Sragg

The meeting commenced at 7:35 PM.

## Membership

Current memberships: 1014

Current members: 1214

Expired members: 40

New members: 34

Renewed members: 42

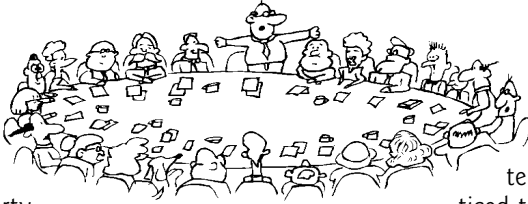
## Ride Safety Issues

A couple of accidents on two recent rides generated a discussion on safety issues. It was determined that some small alterations to the routes of both rides could make them safer. The Rides Committee leader will bring these suggested changes to the attention of the ride leaders of the two rides in question. It was agreed by all that while routes should be designed with safety in mind, ultimately safe riding is the responsibility of the individual cyclist. Tod suggested that an article be written for Wheelpeople reviewing ride leader guidelines, general rules of the road for club members, the personal responsibility aspect of group cycling, etc.

It was noted that on a recent Saturday ride, neither of the ride leaders was there, no substitute leader was named, there were no release forms, and no safety talk.

## Financial Report (Tod Rodger)

We reviewed half-year financial reports in a new format (produced by Tod). Noteworthy issues discussed were cash flow to-date vs. last year, Major Event rides, and how money



is collected and reimbursed to ride leaders of Extended Trips. Bill noticed that we only charge \$5 for Climb to the Clouds and asked why we charge less for that ride than the two centuries.

This question will be brought to the attention of Melinda Lyon, Century Committee coordinator.

## Advocacy Program (Tod Rodger)

The deadline for advocacy grant proposals is 11/1/02. Proposals from mountain biking clubs or for mountain biking programs will not be accepted for review since CRW is essentially not a mountain biking organization. CRW will not consider awarding an advocacy grant to Bikes Not Bombs since it was generally felt that the goal of their program is philanthropy, not cycling advocacy.

## November Awards Banquet (Marty Weinstock)

The Awards Banquet will once again be held at the Yangtze River restaurant on November 14, with a backup date of November 7. The price will be set after Marty checks with the restaurant. Donations from bike stores for prizes are being sought. Higher value donated items will be auctioned with the proceeds donated to a good cause (to be determined). We discussed the award nomination and voting process. It was thought that no one should be eligible to win an award (plaque) two years in a row but that there should be no such limit on certificates. We will do award/certificate nominations at next month's meeting. Since an article soliciting nominations wasn't in

the September Wheelpeople, Barry will send an e-mail notice to CRW coordinators and the general membership to solicit nominations. Bill thought we should set a limit on the total number of awards and certificate at 10-15 total. He felt that if we give too many we devalue the honor of getting one, and it also slows the banquet down to have to read out the names of so many people, many of whom are not even there. Marty proposed that we vote on six awards maximum (with no repeats from previous years) and that we put no limit on the number of certificates. Rita moved to table the vote until next meeting.

## EMS Event (Barry Nelson)

EMS/Burlington location has asked CRW to provide volunteers to staff a booth in their store at an October 25-26 (Friday and Saturday) event. CRW members would get a 20% discount off everything at the store. It would be a good publicity venue for us too since EMS has invited us to bring a club banner and brochures/membership materials. Steve Kolek is going to assume responsibility for coordinating volunteers for this.

## Miscellaneous Business

A Florida cycling club - just getting started - is smitten with our organization and our website and asked for permission to model their website on ours, using much of our text verbatim. It was thought that we should agree to this request but to ask them to acknowledge our club as being the source of their material. The Board endorsed this idea.

The meeting adjourned at 9:10 p.m.

The next Board Meeting will be held on Tuesday, October 1st at the United Church of Christ, Lexington.

Respectfully submitted,

Cindy Sragg

Board Member/Club Secretary

Mass Bike - Continued from page 1

force the laws. Too many cyclists have been cut off, passed unsafely, or otherwise illegally treated by motorists.

CRW has enabled the Bicycle Education Program to move forward. At the beginning of 2002, MassBike convened a group of police officers and bicycle experts to talk about the best way to educate police about the bicycle laws. The group includes representatives from just about every key governmental player: the Massachusetts Highway Department, the Governor's Highway Safety Bureau, the National Highway Traffic Safety Administration, the Massachusetts Criminal Justice Training Council, the Massachusetts State Police, the Massachusetts Safety Of-

ficers Association, and individual police officers. The group also includes former teachers, bicycle experts, and MassBike representatives.

The Police Bicycle Education Group has met several times over the course of the year, and has been busy developing three key resources: (1) The Bicycle Education Curriculum, (2) The Bicycle Law Reference Guide, and (3) "Training the Trainer" materials. Several police officers have remarked that the program will only be successful if police officers are involved in teaching the courses, and this is an important component of the ongoing effort.

On September 17, 2002, MassBike and certified police instructors will present a pilot

course to roughly 20 police officers, after which MassBike will gather comments and further refine the program. On October 23-24, MassBike will present the final draft curriculum to the public at the Massachusetts Bicycle/Pedestrian Conference in Worcester. After the Conference and feedback from its participants, the Curriculum will be finalized and the materials printed up and distributed across the state. MassBike will then utilize the curriculum to push for bicycle education for all police officers in Massachusetts.

We look forward to the day when the roadways are more hospitable for cyclists, and thank CRW for helping to make it happen.



October, 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. Plus March through September - An Early Loop starting 6:30 AM, 33 miles, back in time for the main ride.

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

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

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

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

**Start:** Nahanton Park, Newton.

**Directions:** Take the Highland St. exit off Rt. 128 toward Needham. Take a left at the light onto Hunting Rd. At the next light make another left onto Kendrick St. The park is on your left immediately AFTER crossing the river. Ride leaves from the main parking lot. (There is another entrance to Nahanton Park on Winchester St. Don't go there!)

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

## CRW Club Jersey

On the web at  
[www.crw.org](http://www.crw.org)  
Click on News

# \$45

+\$2 postage  
per jersey



Mail your check, made out to CRW, and this order form to:

Connie Farb, 11 Roberts Road Cambridge, MA 02138

For info: (617) 497-0641 - or - chfarb@yahoo.com

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

Quantity \_\_\_\_\_

Size(s) \_\_\_\_\_

Total \$ \_\_\_\_\_

Sizes and VOMax recommended chest measurements:

### Men's

S (33-36"), M (36-39"), L (39-43"), XL (43-45")

### Women's

S (33-36"), M (36-39"), L (39-43")

These jerseys are "club-cut," which is a more relaxed fit than the racing cut of the 35th Anniversary jerseys. The women's sizes have the same chest as the men's, but they are slightly narrower in the waste, wider in the hips, and are slightly shorter.

## 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,

Every group ride I participate in, I find that many people, mostly of the male persuasion, wear incredibly ugly bike shirts. While I understand the reasoning behind vibrant colors, and don't mind the pseudo-race jerseys, I am mystified by ugly lizards, skeletons, etc. Were these shirts on sale or do people really think they are attractive? Also, why would a person carrying extra baggage want to wear a cow jersey?

Marty  
Boston

Dear Marty:

The ancient Romans had a saying for this, "De gustibus, non est disputandum,"

meaning "Concerning taste there can be no dispute." Putting it another way, style, or lack thereof, is in the eye of the beholder. The term cycling fashion is like jumbo shrimp or a large pizza with a diet coke: misnomers, contradictions of terms, oxymorons. While Cassandra dresses impeccably both on and off the bike, there will always be people who insist on mixing stripes and plaids. This behavior carries over into their cycling attire. Yet another reason to always wear your Oakleys.

Dear Cassandra:

I am new to cycling and am thinking of trying out a pair of cycling shorts but am nervous about the revealing nature of lycra. What is the best way to don a pair of lycra cycling shorts without attracting undue notice from the opposite sex? Are they to be worn with underwear? Should one wear baggy shorts over them? Do you wear them over or under tights? Is the method different if you are male or female?

Lynn  
Arlington

Dear Lynn:

Ah, yes, lycra. As so many members of the club squeeze their hips into this Saran-like fabric, you need not be nervous about showing up for a ride in a pair yourself. In fact, you'll likely get more eyes on your thighs in non-standard cycling garb like gym shorts or cut-offs. One can choose to go the au naturel route and slip on the clingy, padded material sans panties. Or, if that proves too immodest for you, underwear is acceptable. Cassandra recommends the thong style as to avoid unsightly panty lines. Cassandra also highly recommends wearing undergarments beneath those washed-too-many-times, threadbare shorts. Better yet, toss those and invest in a new pair.

And as for tights, it is common practice to wear tights over shorts so as to easily strip them off should the weather warm up. Best wishes to you in your new steps toward cycling wear. When you decide to add jerseys to your wardrobe, it appears that those with skeletons and cows can prove offensive.

*From A Month in Provence (in which three middle aged gentlemen from Harvard toured southeastern France for four weeks by bicycle)*

Although we had planned to ride another couple of hours to a campground in Roquesteron; when we arrived in the small town of Briançonnette about 3, the sun had disappeared and we could see lots of heavy clouds down the valley where we were headed. The town seemed deserted as we filled our water bottles at the town fountain, but I remembered passing a small hotel a block back.

I walked back to see what a room might cost, and found a woman watching MTV in English in the bar. Although she spoke no English, she seemed delighted to welcome me to her hotel. I asked to see a double room, and she led me up two flights of stairs and showed me a room with a double bed, a sink, and a shower. I used my very basic French to ask for a room with two beds. She smiled, went back down to the front desk to get another key, and showed me another room on the third floor with two beds, a sink, and NO shower. The room looked good-the beds were only moderately lumpy and saggy, there was a WC (toilet) down the hall, there was a shower right across the hall, and this room was 110 francs vs. 170 francs for the first room with the shower. I told her I'd have to

## The Shower by Tod Rodger

confer with my partner and left to find Roy snacking at the town fountain.

By now it had started to sprinkle, and this decision was a no-brainer. The woman invited us to park our bikes in the bar, and we carried our stuff up to the room. It was then we discovered that the shower across the hall was locked. We tried our room key for several minutes, but it wouldn't work. I got dressed again and returned down the two flights of stairs to ask for the key to the shower. At this point my French totally failed me. All I could gather from her complicated sentences was, "no shower."

She finally got the key to the first room and led me back upstairs. She walked us to the first room and said something that included, "This room has a shower." Then she walked us to our room and said something that included, "This room does NOT have a shower." We, of course, already knew that. We could not get across the idea that although we didn't need a shower in our room, we would still like to TAKE a shower after riding all day. We also tried to tell her we were willing to PAY extra to TAKE a shower; maybe she could let us use a shower in another room since there seemed to be

no other guests. I guessed there were about 12 rooms in the hotel and no other guests. Once again she led us down to the first room and said, "This room HAS a shower and a double bed." Then she walked us back to our room and said, "This room has 2 beds and does NOT have a shower." Since we were all frustrated, but not yet angry, we decided to give up and said OK.

We carry wash cloths for emergencies, so we used them to take a sponge bath in the sink in our room. It's not as good as a shower, but it's a lot better than nothing.

Later that evening we were the only guests in the dining room. It was an addition on the back of the hotel, and it looked like it did double duty as the town disco. There was a big stereo system, spotlights all around the corners, and the obligatory revolving mirrored ball in the middle. However, none of this was turned on, and we saw only the gorgeous view down the valley with the sun setting on the Italian Alps probably 30 miles away. Not surprisingly in these small hotels, the woman cooked our dinners, the children served, and the husband seemed to arrive from his regular job. We had great bread and wine, two of the best omelets we've ever eaten, a tough piece of beef, and enough linguini to serve a family of four. In fact, we were very suspicious that it did indeed feed the family after we were unable to make much of a dent in it.



# October 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.

## It's A Long Way From Tipperary

*Saturday - October 5*

**Times and Routes:** 9:30 for distances of 90 and 40 miles. Moderately hilly, mostly backroads, some hard-pack dirt

**Ride Type:** cue sheets

**Leaders:** Jack Donohue

**Highlights:** Passes through towns of Groton, Pepperell, Mason NH, Greenville, Temple, Milford, and Hollis.

**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 .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 cross Rte 27 onto Maple Road.

## Northern Lighthouse Tour

*Sunday - October 6*

**Times and Routes:** 10:00 for 35 and 55 miles

**Ride Type:** Arrowed

**Leaders:** Andy Meyer and Renee LeVerrier

**Highlights:** The tourists are gone. Come and enjoy the scenic shoreline and rural roads of Historic Portsmouth, York, and Ogunquit. We will ride along the ocean, past the Nubble lighthouse and through quite back roads. Weather permitting, there will be a post-ride party at leader's house.

**Start:** Portsmouth Park & Ride - 15 miles north of 495 & 95 intersection.

**Directions:** Take 95N to Exit 3, just past the NH toll booth. Turn right (yes, that means right; there are two park & rides at this exit) at the end of the ramp onto Rte 33. The Park and Ride will be about 1/2 mile on the left.

## Falling(leaves) by the Wayside

*Saturday - October 12*

**Times and Routes:** 9:00 for 45 miles with a 21 mile short option

**Ride Type:** Cue sheet/maps/arrowed route

**Leaders:** Eric Evans (617-901-3958)

**Highlights:** Enjoy a beautiful autumn ride through the back roads of Marlborough, Hudson, Stow, Bolton, Clinton, Berlin and Sudbury with a rest stop at The Old Grist Mill at the Wayside Inn in Sudbury. Although there is a 21 mile short option, the longer route contains the nicest parts of this ride. Weather permitting, the Old Grist Mill makes a nice spot for light picnic. You can bring food with you or we can stop at the Country Cupboard convenience store en route on Route 117 in Bolton.

**Start:** Brophy Elementary School on Pleasant Street (Rte. 30) in Framingham.

**Directions:** From the Mass. Pike, take Exit 12 (Route 9 Exit). Take Route 9 West; at end of ramp, move to the left lane of Route 9 and take left lane exit following sign for "Route 30, Natick/Southborough". At the second light, take sharp right turn on to Rte. 30 East. Brophy School will be 1.8 miles on the left side of street. (N.B. Brophy School can also be reached on Route 30 going west from Framingham Center-- the school is 1.5 miles west on Rte. 30 from Framingham Center, but the turns are tricky unless you are very familiar with the area).

## Squannacook River Ride

*Sunday - October 13*

**Times and Routes:** 10:00 for 56 miles; 10:15 for 45 or 25 miles

**Ride Type:** Arrowed (swoopy chevrons ^) plus map and cue sheet.

**Leaders:** Peter Brooks, 617-926-5735

**Highlights:** Hills of Harvard, Shaker Village, Rt 110 traffic circle, Devensland, Shirley, Bull-Run covered bridge, Squannacook River West Groton, Pepperell, Nashua River, Groton, well manicured landscapes of new suburban estates on formerly back country

roads, Westford, Boxborough. Note minimal food opportunities, food in Shirley 20 miles, Forge Village 45 miles, and Littleton 50 miles. Littleton is a good lunch stop on the short ride.

**Start:** South Acton, commuter rail T parking lot.

**Directions:** Rt. 2 west to 27 south, left at lights, follow 27 to So. Acton, right on Central St., after the Acton Music Center, left in to parking lot. Or take the train.

## Purgatory Chasm Ride

*Saturday - October 19*

**Times:** 10 AM for approximately 41 or 58 hilly miles

**Ride Type:** Cue sheet

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

**Highlights:** This is a new ride that is mostly on scenic, lightly trafficked roads between Hopkinton and Sutton. Both options are hilly, but the steepest hills are on the 58-mile ride. Lunch stop for both rides is at Purgatory Chasm (ice cream truck only), where it is possible to do a hike if you bring along bike locks. The route can be traced on the Central Mass. Bikemap; bring along a copy if you can.

**Start:** Parking lot, Community Covenant Church, Hopkinton

**Directions:** The Church is located just off Route 495 at exit 21 (Hopkinton-Upton Rd.) Take exit 21B (towards Upton). After exiting you quickly come to a traffic light. Turn right and then make a right turn into the church parking lot.

## We Cover the Waterfront

*Saturday - October 19*

**Times and Routes:** 10:00 AM for 30 miles

**Ride Type:** Urban

**Leaders:** Charles Hansen (617-734-0720) chansen@jhancock.com

**Highlights:** This is more an urban exploration than an aerobic ride. We work our way from South Boston to the downtown waterfront, then through Charlestown to Everett, Chel-

sea and finally East Boston, always staying as close to the harbor as we can by going out on piers, etc. This ride is a delight for aficionados of the urban maritime/industrial environment, and provides varying views of the harbor. The distance is just over 30 miles at moderate pace. Due to glass and other debris on the route, ATB's or sturdy touring tires are recommended. Please bring your lunch (if you want one)!

**Start:** Meet at snack stand at Castle Island, South Boston.

**Directions:** Take Broadway or Day Blvd. in S. Boston to the very end.

## A Fork or Two in Ashland Redux

*Sunday - October 20th*

**Times and Routes:** 10:00 for about 47 miles, 10:30 for 23 miles

**Ride Type:** Arrowed (arrow is the letter L)

**Leaders:** Wes & Linda DeNering (508) 881-9117 [wdenering@JHancock.com]

**Highlights:** This route was designed as an after-work ride with goals of avoiding commuter traffic and keeping the ride close to the start in case of bad weather or breakdowns. (At no point is the ride more than 8 miles from the start.) This means the route forks a lot, but most of the roads are very quiet, even mid-week. The route is rolling with no long climbs, and is a mix of old country and suburban roads. The route goes through Ashland, Holliston, and Sherborn on roads that even local riders may be unfamiliar with. Post-ride Party at ride leaders' house. 53 Bay Colony Drive, Ashland, MA.

**Start:** Ledgemere Plaza, intersection of Elliot St and Rt. 126 in Ashland.

**Directions:** From Route 9, follow 126 south through Framingham about 4 miles.

Turn right at light just before Shaw's plaza. Ledgemere Plaza is on the right.

## The Birthday Ride

*Saturday - October 26*

**Ride Type:** cue sheet and map

**Times and Routes:** 1:15PM for 27 or 50 miles

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

**Highlights:** We take serene and lightly traveled back roads through Weston, Wayland, Sudbury, and Lincoln. The long ride adds Acton, Concord, and Carlisle. Both rides feature a birthday cake party after the ride at the home of the leaders who celebrate their three birthdays all in the same week!

**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 1:04PM. See <http://www.mbta.com/schedmaps/commuter-rail/worcester.cfm>

**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.

## South Shore Cranberry Cruiser

*Sunday - October 27*

**Times and Routes:** Long (approximately 55 miles) at 9:30; Short (27.2 miles, with optional .8 mile climb to top of Standish Monument for beautiful views of Duxbury Bay) at 10:00.

**Ride Type:** Arrowed, with cue sheet and map

**Leaders:** Ann Callanan (781-934-2484)

**Highlights:** Pleasant, winding, shaded back roads of Pembroke, Kingston, Plympton and Middleboro with pastoral views of horse farms, corn fields, cranberry bogs and ponds. The return trip offers beautiful ocean and bay views, as well as a trip through the historic district of Duxbury. There are a couple of small country stores to re-fill your water bottles, and one gas station with a rest room. (The short ride stays mainly in Duxbury, Pembroke and Kingston, but still offers quiet back roads and spectacular water views). Pizza or barbeque (to be determined) after the ride at Ann Callanan's home - 208 Chestnut St., Duxbury. Any questions, please call Ann at 781-934-2484.

**Start:** Duxbury High School, on St. George St. in Duxbury.

**Directions:** Route 3 South, to exit 11 (Duxbury/Pembroke exit). Go right at end of exit toward Duxbury. This is route 14. Follow approximately 4-5 miles to high school complex on left side of the street. (Be sure to bear right just after the Police Station at the intersection of route 139 and route 14; and go straight through the traffic light at intersection of route 14 (now called St. George St.) and route 3A. High school is about 1-1/2 miles after this on the left. After ride directions to Ann's home: Take left out of H.S. parking lot. At flag pole (approx. 1/2 mile from h.s.), take right onto Washington St. Follow Washington St. to end, at stop sign and flag pole there is a 5-way intersection. Go straight across, bearing slightly right. This is Chestnut St. Follow approximately 2/3 mile to 208 Chestnut. Yellow bungalow house on left side of road. Park in semi-circle driveway, and if it's full I'll direct you to another spot down the street. Please do not park on neighbor's lawn.

### WELCOME NEW MEMBERS

|                        |                |                          |                    |                 |
|------------------------|----------------|--------------------------|--------------------|-----------------|
| Joe Anzalone           | Medford        | Suzanne Greenberg,       | David Riley        | Woburn          |
| William Baldwin        | Winchester     | David & Lauren Greenberg | Arden Rodgers      | Arlington       |
| Susan Bisson,          |                | Diego Hammerschlag       | Karen Ruderman     | Watertown       |
| Larry Andersen         | Arlington      | Jan Henry                | Antoinette Russell | Brookline       |
| Angela Braman,         |                | Mark Hoffman             | Jonathan Sachs     | Cambridge       |
| Will Braman            | Weston         | Jan Jacobs               | Miguel Schor       | Somerville      |
| Walter Burgess, Jr.    | South Weymouth | Cliff Kolovson           | Justin Seiferth,   |                 |
| Maureen Byrne          | Watertown      | Peg Landry, Robby, Ben,  | Breeda Ryan        | Hanscom A.F.B.  |
| Dan Cretu              | Stoughton      | Rob Landry               | Todd Shapiro       | Waltham         |
| Gary David, Lara David | Marlborough    | John Mora                | Andrew Singleton   | Needham Heights |
| Shelby Donovan         | Andover        | Karen Myers              | Matt Stocking,     |                 |
| Khalil Farhat          | Hollis         | Nicolas Pollara          | Kristen Stocking   | Sudbury         |
| Joseph Grasso, Jr.     | Charlestown    | Sasha Pratap             | Ginette Wright     | Charlestown     |
|                        |                | Larnie Rabinowitz        |                    |                 |
|                        |                |                          |                    | Lexington       |

# Babz Bike Bits

by Barbara Clough

I've decided there are certain kinds of people in the world. There are people that have pets (or children) and people who have bikes. I found myself on a recent Sunday morning, before breakfast, standing outside my friend's house in a cold drizzly rain, washing my bike. Now, mind you, I was supposed to have washed it the previous day, but I was busy doing my first triathlon. Logic dictated that I should have cleaned the bike before the tri, but between training, working, moving, and surgery, it had slipped my mind. But get this, I felt guilty! How is it possible for a grown woman to feel guilty about not cleaning an inanimate object before riding it in public? Especially a public full of hotshots, anyone of whom probably had been up washing his or her bike at midnight, so as not to be in the frame of mind I was. And how paranoid am I that I thought anyone would even notice that I hadn't cleaned my bike? All I could think of during the tri was the article I'd read recently, "A clean bike is a fast bike." Would I have ridden faster if my chain had been shining and white-glove clean? Would I have placed one spot higher?

On this dreary Sunday morning, my friend watched from the doorway with a look of complete bemusement. Or perhaps it was amusement. I could hear her young daughter say in the background, "Mommy, what's Miss Barbara doing out in the rain?" Out of the mouths of babes. There I am in the front yard, shorts on, ACE bandage wrapped

around my still sore calf, rain jacket on, cutting an old bath towel into pieces. I needed to have a variety of rags, some for the greasy part of the job, but also clean fresh ones for the frame - can't risk getting grease in inappropriate places. I was surrounded by pails, degreaser, Dawn dishwashing liquid, 12" squares of soft terry cloth towels, and a hose with running water. I started on the chain, then the gears, then cleaned the rims, checked the tension on all the spokes, cleaned the underside of the seat, around the brake pads, the usual routine. After about sixty minutes of progressively cleaner rags, I finally considered my job done. I took the bike into the basement to dry it off with yet another piece of soft toweling and lube it up. Crouched on the floor, dry lube in hand, I contemplated my bike.

In some weird sense, my bike was like a pet. At some of the most stressed, pulling my hair out moments, I would think about how soothing it would be to go home, hop on the bike, and go for a forty mile ride, and not bring a cell phone. On September 11, when the World Trade Centers went down and no one could contact my brother, who worked on Wall Street, I got on my bike and rode and rode and rode until sheer physical fatigue brought me some measure of calm. I thought about why I had originally bought my new bike - a gift to myself for having survived the first year of widowhood. I figured if I could survive that, I deserved my heart's desire. Currently I drive a 1988 Chrysler Le Baron convertible. I love my car - I've had the top down on it in January. But when I put my bike on the rack on back, I cradle it in towels and double check that it's secure. I don't have nightmares of car accidents, but I do have paranoid fears that I'll be flying down the road at 70 mph and my bike will somehow work loose and fly off the back. I jokingly tell people if the car is stolen, it'll be an inconvenience, but if anyone took my bike, it would be a catastrophe.

At this point in time, I only have two bikes, one of which will soon be reincarnated to a fixed gear, stripped down model. I'm contemplating the purchase of a mountain bike for some autumn fun and maybe a new road bike next summer. But I wonder how I'll decide which bike to ride? Will I feel as if I'm favoring one over the other? Will my lovely Specialized feel slighted if I choose my Raleigh fixed gear? Is this what happens when you have two dogs, or heaven forbid, two children?

Slide Show - Continued from page 1

Directions:

From Route 62/Concord: L on Routes 4/225; where 225 bears left to Carlisle, stay straight on Route 4 for about 2 miles, at V in road Route 4 goes left (sign to Chelmsford) bear right on North Road till road bears left, turn R on Springs Road, take 1st R on Fox Run Road, we are #26 on right. From Route 3: Take Concord Street exit toward Bedford; in 1 mile Technology Park on left, another 1/10-mile road bears R, go L on Springs Road, take 1st R on Fox Run Road, Jack and Susan's house is #26 on right.

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So now that Seven Cycles makes a tandem, shouldn't it be called a "Fourteen?"



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# Wolfgang Fasching Dominates RAAM En Route To Historic Third Win

by David Jacobson

Wolfgang Fasching's dominance of the Insight Race Across America left one question unanswered. When exactly did he win the race?

The official record states it was when he reached Pensacola Beach, Fla., nine days, three hours, 38 minutes after leaving Portland. But that is deceiving. The 34-year-old Austrian won his third solo RAAM much earlier.

Perhaps it was in the hot desert wind of Eastern Colorado or Oklahoma, as he grew his lead and pre-race contenders Fabio Biasiolo and Mark Patten DNF'd. Maybe it was earlier, such as his first dismount for anything longer than a change of clothes - 41 hours and 741 miles into the race.

It could have been opening night, when U2's "New Year's Day" blared from his support vehicle, shattering the silence of the piney midnight air atop Blue Mountain and heralding Fasching's arrival like Kilgore's helicopter cranking "Ride of the Valkyrie" in Apocalypse Now. Or even opening day, when he earnestly pursued John Howard and the \$500 prime for beating the world's fastest man to the first time station.

Rob Kish, who finished second nearly 14 hours after Fasching, pinpointed the moment his rival won the race. "The last-minute entry of Wolfgang Fasching eliminated the rest of us," said the 47-year-old Floridian, who has finished all 17 RAAMs he started and raced his 50,000th solo RAAM mile.

Regardless of when Fasching grabbed hold of this race, nobody questioned the strength of his grip. He gave no hint that he was stretched, strained or pained. He worked methodically, despite occasional lapses by his crew and the nearly constant presence of a film unit that covered him almost exclusively.

"There was nothing unexpected, except maybe that I was not as strong as usual in the mountains," Fasching said after the race. "I was eight pounds heavier this year, not with fat, but with muscle."

Fasching subsisted on "Enervit, Ensure, muffins, melon, pizza, burgers, spaghetti, mango and yogurt." He slept less than two hours after completing his epic run from Portland to Snowville, Utah and six hours later hit the next time station, 72 miles away.

En route to winning the Steamboat Springs to Leadville, Colo. prime, Fasching quieted the Kish Krew's last remaining vocal protest that their man, seven hours behind, still posed a threat. Then, in a jaunty

Legionnaire's get-up, Fasching conquered the heat, where he is admittedly weaker and Kish is historically strong. From there, Fasching needed only avoid disaster.

He did that. At the finish line, he hugged and kissed his wife and crew member, Doris. He accepted a large check from Lon Haldeman and a champagne shower from his crew. He accepted a new place in RAAM history, joining Kish as the race's only three-time solo champions, and he accepted a lack of acceptance among his foes.

In addition to his dominance and a swagger that marks even the humblest champion in any sport, Fasching speaks little English. His use of an interpreter makes Fasching seem more aloof than he really is. Whatever the reasons, Fasching knows he does not fit in. "I do not feel liked," he said. "Danny Chew last time would not talk to me. Kish's crew this year followed me for three days even though he was hours behind. But this is an elite sports competition. I take it as it is. I would like to communicate on a normal level with the other racers. But this is elite competition, so we must expect some tension."

The tension between Fasching and Kish may mount now that they are tied with three wins. "I really admire Rob Kish for winning three times, and I wanted to do that, so I'm very happy," Fasching said.

"Rob Kish is a legend. He won three times in 16 years. I have won three times in six years. But to set a record in participation is not my goal. If you take part in it too many times, it starts affecting your health. To win four would not be the biggest temptation. The biggest temptation would be to finish in less than eight days, if the route is less challenging than this one."

Meanwhile, Kish would dearly love another win before riding off into a sunset he sees approaching rapidly. Asked before the race how he had changed since last year, Kish quipped, "I've gotten older," then, after a pause, "I guess I'm getting toward the end instead of the beginning... I put more pressure on myself now to win and I have less of a chance."

Kish will have more of a chance if Fasching chooses a sojourn like last year's summit of Mount Everest. That's not likely, though, if Fasching seeks challenge. As he says, "From a physical and psychological standpoint, RAAM is tougher than Everest. Everest has more danger. You can die there. You're not going to die on RAAM."

Future wins for Kish or Fasching are not

guaranteed. Rookies Allen Larsen and Stefan Lau served notice that they could contend, finishing third and fourth, respectively. Each was a study in courage.

Larsen, a 36-year-old from Cle Elum, Wash., qualified by winning the Race Across Oregon, which he had hoped just to finish. He said a long, sad goodbye to his wife and two daughters. Then he raced furiously, holding second place into Colorado, before Kish passed him for good on the Steamboat-to-Leadville run.

In Oklahoma, Larsen fell victim to Shermer neck. His crew jury-rigged a duct-tape-and-wood "traction contraption" that would have been outlawed in most medieval societies. He arrived in Pensacola Beach after wearing the grisly apparatus for about 900 or so miles and fell sobbing into the arms of his wife and daughter.

Along the way, Larsen engaged in a passing battle with Lau, an experienced Race Across Europe competitor from Wiesbaden, Germany. Lau had started the week by dismissing his crew chief and reshuffling crew duties as detailed in a spreadsheet on the wall of the support RV with a giant X running through it.

On day one, Lau fell in roadside gravel, lacerating his right ring finger. He celebrated his 36th birthday by enduring sweat pouring into his open wound and his crew yelling at

RAAM - Continued on page 10

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## Little Jack's Corner - by Jack Donohue



Sometimes things don't go as planned, and that's OK.

I had decided to do Jeanne Kangas' CRW ride. This is a very nice ride,

but for me the clincher was the after ride party, complete with hot dogs. Nothing says "summer is here" like a nice hot dog cremated almost beyond the point of recognition on a charcoal grille. Jeanne's party is always a good time, and I had to miss it last year, so this event was double circled on my calendar. I had heard some rumblings about a possible ride up Wachusett on the NEBC Saturday ride, and this was vaguely intriguing, but didn't measure up to a good party and a belly full of hot dogs.

So I arrived at the ride in plenty of time, had a bit of conversation, and then we were off. Within about 1/2 mile of the start, I ran over

a bit of rubble and immediately got a pinch flat. So much for riding with the usual crew. To their credit, quite a few people asked me if I was OK as they rode past, to which I replied "Yes." I didn't realize till later that the right answer was "no." I did indeed have a spare tube and a pump. Main problem was that the pump was a very good pump fifteen years ago when it was new, but it had over the years acquired quite a bit of rust and lost quite a bit of lubrication, so that it could achieve at best only about 30 psi of pressure, which would prime me for yet another pinch flat if I rode on it for very long. This would not normally be a problem, since I use the pump mainly to get enough air in so I can limp to a gas station that has a real pump. The fatal flaw with this plan was that since I finally switched to presta valves, you need the little brass presta/schraeder adapter so you can use a gas station pump. This I had neglected to add to my tool kit. So going on a 50 mile ride with 30 psi in my rear tire and no other spare was not a great idea and I concluded that the prudent decision would

be just to try to get home without walking. But then along came Rong Rong and friend who had a more recent pump capable of achieving a more reasonable pressure, and I was saved. So I was off again, but still faced with the problem of no additional tube. If I got another flat, I would still be in a bad situation, just farther away from home.

As I was deliberating what to do, the NEBC crew came rolling by, on their way to Harvard. In a flash of inspiration, I turned around and jumped on. NEBC rides have the endearing characteristic that they ride as a group, and if one of the group has a mechanical, the whole group waits for their downed comrade. So if I had another flat, I knew I'd be OK. When we got to Harvard, I decided to go with the Wachusett splinter group (heck, I hadn't been to Wachusett in two weeks).

So, a near tragedy turned into a very nice ride. But I still miss those hot dogs, maybe next year.

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RAAM - Continued from page 9

him to keep riding up the hills but to stay out of the middle of the road. Lau stabilized in Colorado and Oklahoma, usually maintaining third or fourth place.

Larsen and Lau locked up in Alabama. Larsen fell once and Lau twice, according to Lau's new crew chief Wolfgang Kratzer. "Allen Larsen's crew was very good," Kratzer said. "Once, they drove back 20 miles to make sure Stefan was alright. We said 'Let's stop this.' I was afraid one rider would be hit by a truck or fall down the side of the hill."

Of course both survived. At age 36, RAAM-experienced, and with wizened crew, both could challenge in future races.

In the team divisions, Fasching's dominance was matched by Team Royal Air Force/BAE Systems/Cap Gemini Ernst & Young. Racers Dave Cook, Dave Green, Keith Jackson and Steve Wilcox set out to crack RAF's record, but Green cracked his elbow instead.

His tumble over railroad tracks outside Kim, Colo. blew the joint into a softball-sized lump that required casting and removed him from the race. The remaining three riders still finished in just six days, 45 minutes, nearly nine hours before second-place Team Swiss Academic Ski Club.

Despite its margin of victory, RAF had to wage a valiant struggle after Green's crash. With no chance to break its record, a team-

mate fallen and little threat from behind, RAF mustered the psychological and emotional strength to refocus itself. The team's average speed slowed just one mile per hour after the wreck.

Less than three days after Green's tumble, in the 3 p.m. sun, the "lads" doused each other in champagne and dove into the soothing waves of Pensacola Beach. At midnight, they returned to the scene of their victory to help Team SAS bask in the moonlight glinting off the Gulf.

In the two-person division, the tightest of the race, Dana Olson and Ben Popp of Team Clif Bar topped Team Millennium/IRSA by just three hours, 23 minutes. In the only other contested division, four-person mixed, Team No Limits bettered The Twin PAC.

The teams provided great color - from rock star Joey Kelly of Team No Limits to ever-popular twins Barbara Warren and Angelika Castaneda to a group of RAF lads straight out of central casting. But the real history of the 20th anniversary RAAM, encompassing the event's past, present and future appeared in the impassive visage of Wolfgang Fasching and the wondering eyes of Rob Kish.

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For further information visit <http://www.raceacrossamerica.org> and <http://www.ultracycling.org>

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## Central Mass. Cyclo-Cross to End Homelessness

October 12, 2002

10 a.m.-5 p.m.

**Burncoat Park, Worcester**

Admission is free to this elite/amateur cyclo-cross race, a rugged, fast-paced competition showcasing off-road cycling and running skills, using the landscape as a stadium. Riders use lightweight bikes with narrow tires, but it's not a hybrid of road cycling and mountain biking. It's more like cross-country running or steeplechase -- on wheels. Riders complete multiple laps over a set time, with dismounts required for a series of 16-inch hurdles. Fast remounts and rapid acceleration, on tricky hillside terrain in potentially slippery fall/winter weather, make for rigorous racing and an exceptional show. The Central Mass. Cyclo-Cross to End Homelessness is dedicated to Major Taylor and will benefit the PIP Shelter in Worcester. For more information, visit [www.cycle-smart.com/promotions/nexcsched.html](http://www.cycle-smart.com/promotions/nexcsched.html) or contact Adam Hodges Myerson at 413-587-3133 or [adam@cycle-smart.com](mailto:adam@cycle-smart.com).

# August Mileage Totals

|   |   |   |   |   |   |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 7 | 8 | 3 |
|---|---|---|---|---|---|

| Name           | Miles | M | C | K | Name             | Miles | M | C | K | Name            | Miles | M | C | K |
|----------------|-------|---|---|---|------------------|-------|---|---|---|-----------------|-------|---|---|---|
| Melinda Lyon   | 11690 | 6 | 6 | 6 | Frank Aronson    | 3165  | 3 | 1 | - | Cynthia Zabin   | 755   | - | - | - |
| Gerald Goode   | 9733  | - | - | - | Bob Sawyer       | 3084  | - | - | - | Phyllis Mays    | 634   | - | - | - |
| Bruce Ingle    | 8688  | 7 | 6 | 5 | Gabor Demjen     | 2949  | 3 | 1 | - | Emily Wean      | 531   | 3 | - | - |
| Jack Donohue   | 7125  | - | - | - | Marc Baskin      | 2810  | 2 | 2 | - | Jeff Luxenberg  | 509   | - | - | - |
| Tod Rodger     | 6692  | 8 | 4 | 3 | Doug Cohen       | 2766  | 3 | 1 | - | Lyn Rodger      | 247   | 1 | - | - |
| Don MacFarlane | 5400  | 3 | 1 | - | Joel Parks       | 2284  | - | - | - | Ed Trumbull     | 163   | - | - | - |
| Larry Dolinsky | 5295  | 4 | 2 | 2 | Butch Pemstein   | 2222  | 1 | - | - | Tracy Ingle     | 122   | - | - | - |
| Richard Dweck  | 4456  | 5 | 4 | - | Ed Hoffer        | 2090  | - | - | - | Jared Luxenberg | 97    | - | - | - |
| Bill Widnall   | 4157  | 8 | 8 | - | Dan Pratt        | 1972  | 5 | - | - | Sara Luxenberg  | 8     | - | - | - |
| Dick Arsenault | 4045  | 3 | 1 | - | Jim Broughton    | 1867  | - | - | - |                 |       |   |   |   |
| Joan Dolinsky  | 4044  | 3 | 1 | 1 | Jim Goldman      | 1585  | - | - | - |                 |       |   |   |   |
| David Wean     | 3864  | 3 | - | - | John Springfield | 1250  | 3 | 3 | - |                 |       |   |   |   |
| Irving Kurki   | 3768  | 4 | 2 | - | John Kane        | 1148  | - | - | - |                 |       |   |   |   |
| Joe Repole     | 3345  | 8 | 8 | - | Cynthia Snow     | 1081  | - | - | - |                 |       |   |   |   |
| Peter Knox     | 3305  | 2 | 3 | 1 | Harry Wolf       | 819   | - | - | - |                 |       |   |   |   |
| Nick Linsky    | 3242  | 4 | 2 | - | George Caplan    | 776   | - | - | - |                 |       |   |   |   |

### 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.

## Tips For Happy Riding

by Grant Petersen / Rivendell

Learn right away that the front brake is the most effective one, and how far you can lean over without scraping a pedal. Learn to keep the inside pedal UP when you corner, and learn to ride safely in all conditions. Signal your approach to pedestrians, especially if they're old, and a bell is better than "On your left!" If no bell, try clacking your brake levers. If all you got is "on your left!" that's fine. At least one ride in ten, go without your sunglasses and gloves. Sometime next month, put some double-sided cheap-style pedals on a good bike and ride in non-cycling garb. Carry an extra tube you can donate to somebody with a flat tire and just a repair kit. If you're a guy, don't try to be a mentor to every female cyclist you meet. Don't ride in shoes you can't walk through an antique shop in. Don't wear clothing that makes your sweat stink even more. Don't think you'll go faster in a significant way if you and your bike become more aerodynamic. Put a \$20 bill inside your seat post or handlebar and hold it there, somehow. Don't ride until you're confident you can fix a flat. If you ride more than one bike, have a set of bringalong tools for each one. Learn how to remove your rear wheel (put the chain onto the small cog, etc.). If you ride in a group, bring food for you and somebody who forgot to. Go for a one-hour ride underdressed sometime, because it's good to be really cold on a bike every now and then. Never blame your bike or your

health or anything else if you're the last one up the hill or in to the rest stop. If your brake hoods are black, wrap your bars with a different color tape. Never let your chain squeak. If you pass another rider going up a hill, say more than "Hi." If you see another rider approaching you from the rear, trying to catch you, let it happen. Don't put any cyclist up on a pedestal, except Lon and Freddie. Sometimes, bring normal food on your ride. Shoot photos on your rides and give them

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away. Feel comfortable mixing high tech and low tech, old and new parts and technologies, and don't apologize to anybody for it. Compliment other people's bikes, especially if they're new. Buy the cheapest helmet that fits well. Try long-sleeved seersucker shirts for hot weather riding. Don't underestimate fig bars. If you get a new widget and like it, don't "swear by it." Don't always shop by price and never ask for discounts at your local bike shop. Every time you go into a bike shop, spend at least \$2, and if you ask a question and get good advice, spend \$5 (get a cable). If you buy a rack, don't ask for free installation. Don't assume your bike shop is making money. Ride only when you feel like it. If you know a fast new rider, don't say, "You really ought to race..." Have at least one bike you feel comfortable riding in a downpour. Ride in weather that keeps other cyclists indoors. Never keep track of

your pedaling cadence. If you have a normal loop or ride, count the number of times you shift on it; then the next time you ride it, cut that in half and see if it makes any difference. Learn to ride no-hands and to hop over obstacles, but not simultaneously. Never hit a pedestrian. In traffic, be visible and predictable. If you have several bikes, set them up with different equipment...but always ride the saddle you like best. Don't try to keep up on descents if you're not comfortable descending. Learn to go fast by yourself.

Never apologize for buying something that's not quite pro quality by saying, "I'm not going to race or anything." If you buy a stock bike, do something to it that makes it the only one exactly like it in the world. Don't think it's important to match front and rear hubs or rims. If you borrow somebody else's bike, for a short test or a long ride, say something nice about it. Always bring a pump. Build at least one wheel. Ride at least one tire down to the casing. Don't ever describe any bike, no matter how inexpensive or dilapidated, as "a piece of crap." If you get a fancy bike assembled by somebody else, allow them a scrape or two, especially if the bike is really expensive.

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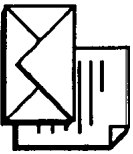
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