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Mo Bruno-Roy,  
photo: J.S. McElvery



**Mo Bruno Roy**

Can you say "Mean Green Machine"? In only her third year of racing 'cross Mo Bruno Roy left an indelible mark on the scene with her double podium at this year's Liberty Mutual U.S. National Cyclo-Cross Championships, lest we forget overall victory in the Verge New England Championship Cyclo-Cross series. Bruno-Roy revenged her second place in last year's women's masters 30-35 race by putting over two minutes into the rest of the field, but the bigger question was the women's elite race. Here she proved up to the task, managing to grab the hole shot and only giving ground to Ann Knapp and Katie Compton, two of the reigning queens of 'cross. Bruno-Roy total haul for the weekend was one stars and stripes jersey and a bronze medal from the women's elite race, which ought to be just enough for her title as part of 'cross royalty.

**Runner-Up  
Jonny Bold**

One of the scariest old men (erm...masters) racing in New England today, Bold only missed ROM because of Bruno-Roy's amazing performance. This year Bold was the scourge of the master's field, proving near untouchable on the road and in the mud. He only found his match racing in the Pro/1/2 fields where he still ended up standing on the podium. Better yet, Bold added another Verge New England Championship Cyclo-Cross series title to his belt. Finally there was Nationals. In conditions that actually required later races to be cancelled, Bold not only survived, but thrived and placed 4th in the field.



Johnny Bold,  
photo: J.S. McElvery



Team Harris Cyclery, photo: J.S. McElvery

**Go Team  
Harris Cyclery Racing Team**

What do messengers and cyclo-cross racers have in common? Beyond a general lack of common sense, they can also ride their bikes pretty damn fast. Or at least these can. New this year, the Harris Cyclery Racing Team took both the New England and Mid-Atlantic Verge Series by storm racking up almost 20 podium places including second and third place in the Verge New England Championship Cyclo-Cross "Killer Bs." Not bad for a few crazy couriers.

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## Easing the journey for a rough rider

### Cyclocross athlete set for world championships after fund drives

By Will Kilburn  
 GLOBE CORRESPONDENT

As the US Olympic team gears up for Italy next month, paying for things like air fare, hotels, and food is the least of its concerns. But when cyclocross racer Maureen Bruno Roy of Arlington finished third at the national championships last month and was asked to represent her country on the non-Olympic sport's biggest stage, the invitation came with a hefty price tag.

"It's a thousand dollars just for five days of the world championships," she said. "So in that sense, it's a bill: 'You've been invited to pay a thousand dollars to come to our race.'"

Not that she won't get something back: During the days leading up to the Jan. 29 race in the Netherlands, she'll be fed, housed, and will have mechanical support, a relative bargain. But the



QUALIFYING VELOCITY FOR THE BOSTON GLOBE

Arlington's Maureen Bruno Roy, above with Maureen Dickey and in action at right.



30-year-old Bruno Roy, who works full time as a massage therapist, still had to come up with several thousand dollars for air fare and expenses for a two-week foray on the European circuit to get herself ready for the big day.

Enter the New England cyclocross community, a hard-core band of a few hundred racers, former racers, and fans of the sport, a cross-country version of cycling. They opened up their wallets as soon as they heard that one of their own was headed for the sport's equivalent of Yankee Stadium in only her second year of serious racing.

"There was nothing on the radar screen that made us believe she was going to be that good," said Richard Prie, publisher of *The Ride*, an Arlington-based cycling magazine, and one of the organizers of the Liberty Mutual US Na-

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# Cyclist eyes world championships after friends ease journey

**► CYCLOCROSS**  
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tional Cyclocross Championships, which were held in Providence last month.

"To be around Mo is like being

inside a Nature Company store. Cyclocross is just a spasm of rage and fury and anger and aggression, and she's from a world of ar-matherapy and hot stones."

Not that Bruno Roy was entire-

ly new to the scene. A sprinter, hurdler, and long jumper in high school and college, she took her massage-therapy skills on the road for several years as a "soigneur" (cycling-speak for "one who takes care of") for several pro cycling teams, where she was joined by her husband Matt Roy, then a team mechanic and currently a doctoral student at Harvard.

Back in the Boston area, Bruno Roy took up cyclocross in 2003 just for fun, and only began racing in earnest in 2004, attracting interest from sponsors and showing

a potential for greatness that everyone — except her, that is — could see.

"In life, you have these people that are tigers within, but they kind of hide it," says Matt Bracken, a longtime friend and president of Independent Fabrication, a Somerville bicycle manufacturer that sponsored Bruno Roy with bikes, parts, and clothing this season.

"And Mo, even though she is very beautiful and sweet, beneath that calm, mature exterior is this little tiger ready to pounce."

It's a switch that led to her nickname, "Evil Mo." Bruno Roy insists that the name was invented in irony by her coach, who says that just the opposite is true.

"She's the one who first told me about her other personality," said Adam Hodges Myerson, who races professionally in addition to his coaching duties. "When she clicks into her pedals at the start of a race, she's like a different person. She puts on this mean, vicious face, she doesn't like to ride behind people, she likes to go as hard as she can from start to finish."

Talking to Bruno Roy off the bike, her side of the story seems to hold true: When it's pointed out that she bested several profession-

## What is cyclocross?

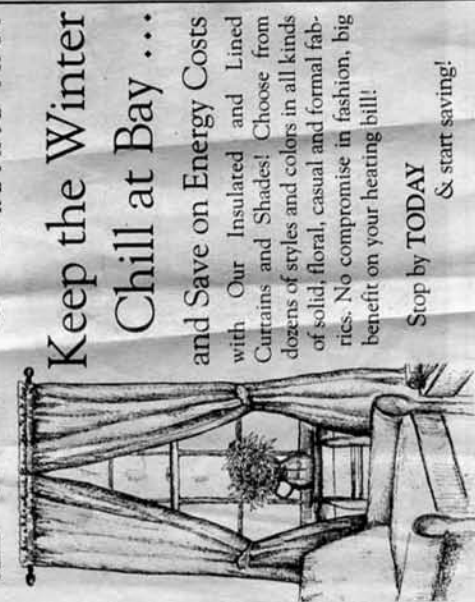
The cyclocross season runs from early fall through midwinter, with bicycle races consisting of several laps on a course that's part pavement, part grass, and usually a lot of mud. Along the course are steep uphill and knee-high hurdles that force riders to jump off and carry their bikes.

Racers ride beefed-up cousins of road racing bikes, fitted with knobby tires for off-road traction, making speeds quite high in places. Crashes and mechanical breakdowns are common.

"It's a really high-skill sport," said Richard Fries, publisher of Arlington-based cycling magazine The Ride. "You really have to know how to ride, how to handle, how to run, how to dismount. There's a lot of strategy."

WILL KILBURN

she worked for, and I've been trying to get her to realize that in fact she is that talented," says Myerson. "She's finally starting to believe it."



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