


Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXVI, Number 3 · March, 2002

Century Committee Meeting

March 21

Join the century committee for its first meeting of 2001 on Thursday, March 21 at Jack and Susan's house in Bedford. RSVP and directions with Melinda Lyon, melindalyon@juno.com, 978-887-5755. Pizza at 6:30PM with the meeting @ 7:30PM. This is very informal planning of the year and particularly the spring century in Wakefield. We welcome new members to the century committee!

Bikers with Hats?

Have you seen the new baseball caps worn in 2001 by CRW volunteers? Would you like to buy one for yourself? We are trying to decide whether to order more. Cost would be \$10 or less, depending on the size of the order. If you would buy one if they were available, please let Ann-Marie know by early April (508-877-0178).

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CRW Completes 250th Consecutive Saturday Ride

by Jose Martinez

A group of 20 or so riders rolled out of Nahanton Park in Newton for a 28-mile ride through suburban Boston's more picturesque back roads on Jan. 19. The temperature was in the 20s with little wind and no sun to speak of.

They picked up some stragglers along the way. A front group of hammerheads attacked at the first hint of hill. Everyone regrouped at Starbucks later.

Nothing remarkable there, right? It was a Saturday and what else should members of the Charles River Wheelmen do on Saturday morning?

But this was the 250th consecutive Saturday morning fitness ride. Every Saturday at 8:30 A.M. since the April Fool's snow storm of 1997, ride leaders Mark Dionne and Dave McElwaine have kept their ritual going. Black ice, white outs, downpours, deer-induced crashes, police stops. They've pedaled through it all.

"The coldest day was the six-degree ride," recalled Peter Cole, the ironman of the crew who has more than once been the only rider out there in the snow - with his Nokian studded tires, of course.

250 Saturday Rides - Continued on page 11

Slide Show

Friday, March 15, 2002

Duane Roth will present a slide show of his two week self supported camping/hiking trip with six others through Southwestern Utah and northern Arizona. Stops included Zion National Park, Grand Canyon North Rim, Coral Pink Sand Dunes State Park, Bryce Canyon and Cedar Breaks National Monument. Duane will share a selection of his very best slides taken during the trip, and answer questions about their adventures.

Come 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.

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.

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

BOARD OF DIRECTORS

	Term Expires	
Don Blake	2003	781-275-7878
Connie Farb	2003	617-497-0641
Rich Fields	2002	781-646-4601
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

President	Barry Nelson	617-964-5727
Executive Vice President	Bill Widnall	781-862-2846
Vice President of Finance	Michael Fisher	617-965-2334
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	Sharon Gowan	617-489-5682
	Larissa Hordynsky	617-527-5620
Information	Dave VanAmeijden	781-275-5925
Special Projects Coordinator	Marty Weinstock	617-491-6523
Publicity Coordinator	Steve Kolek	781-674-1090
Merchandise	Ken Hablow	781-647-0233
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
	Cheryl Young	617-625-6362
Sunday Rides	Tod Rodger	978-456-8654
Winter Rides	Eric Ferioli	781-235-4762
Intro Rides	Jenny Craddock	617-332-4098
Century Committee	Melinda Lyon	978-887-5755
Wednesday Fitness and Masters Ride	Dave McElwaine	781-821-8643
Wednesday Wheelers	Dick Arsenault	781-272-1771
Wednesday Ice Cream Ride	Gabor Demjen	781-237-0602
	Eric Evans	617-527-0517
Thursday Fitness Rides	Peter Mason	781-646-5106
Friday Rides	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

WHEELPEOPLE STAFF

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

INTERNET STAFF

Web Site(http://www.crw.org)		
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 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.

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 Minutes



Present: Barry Nelson, Ann-Marie Starck, Bob Sawyer, Don Blake, Don Foster, Cindy Sragg, Bill Widnall, Jack Donohue, Steve Kolek, Dave Van-Ameyden, Rich Fields

The meeting commenced at 7:40 p.m.

Membership (Barry Nelson for Sharon Gowan)

977 current memberships
1,176 members
16 expirations
8 new
16 renewals

Club Hats (Ann-Marie Starck)

An article will go into this issue of the newsletter asking whether or not there is enough purchasing interest on the part of the membership to make a new order worthwhile.

Free Bike Fitting Event (Dave VanAmeyden)

A bike shop in Vermont offered to provide a free bike fit clinic to CRW members. It seemed a good idea to offer this service since it will be at no cost to the club, but we need a location to hold it and a date for the event. It was suggested that an article be put in Wheelpeople to establish the level of interest of the membership as well as to elicit suggestions for an appropriate location, the thought being someone might volunteer a space.

January Monthly Report (Don Blake)

We have a healthy account balance. Cash flow is low, but that is to be expected for the first month of the year. Another individual has asked for reimbursement of expenses for money spent on the party for Gerry Goode. The Board voted unanimously to reimburse these funds but the issue was raised again that a request for reimbursement (partial or total) should be made BEFORE money is spent - not submitted to the Board for payment AFTER the fact. Although this sort of thing happens infrequently, an item should prob-

February 5, 2002

ably be put in Wheelpeople asking members to follow a pre-request to the Board if any sort of reimbursement for an event is sought.

It was pointed out once again by Bob Sawyer that the Board had to find another place for its monthly meetings other than Hancock Church. There was some confusion as to whether the last check Don sent to the church paid for 2001 or paid us up a year in advance (i.e., we can use the room until December 2002) - he is going to check on this. If we are paid up until the end of the year, we have time to think about this issue. If the payment was for the year ending 12/31/01, we have to find a new meeting place FAST.

There was no Treasurer's Report at this meeting.

There was no Government Relations Report at this meeting.

LAB sent a letter to Barry offering a reduced registration fee for one representative from CRW to attend their 2002 Annual Bike Summit in Washington, D.C. Last year George Eckert attended but it seems doubtful that he will attend this year. CRW will not participate officially - as a club - in this event this year.

Rides Committee

Tod Rodger was not in attendance at this meeting but sent a report that the Sunday rides calendar was in "good shape." We had no information from Connie Farb as to the Saturday rides calendar. Eric Ferioli is in bad shape with rides for the month of March; only the last weekend is set. Barry offered to lead a ride on March 3rd. Eric will most likely lead rides on the open Sundays if no one steps forward to help out.

The Ride Leaders' Workshop is CANCELLED for this year. The Rides Committee decided that a workshop should happen every alternate year instead of annually. There will be a ride leader's party in March instead of February - invitations will be by e-mail or phone.

Annual Meeting (Bob Sawyer)

The CRW by-laws require that we have an annual meeting every year and that it be announced as such with an open invitation to anyone from the club who wishes to attend. The Annual Meeting will be held in April and will coincide with the regular monthly Board of Directors meeting (4/2/02).

Policy Change (Steve Kolek)

In the aftermath of the vote last month to go forward with the Fall Century as scheduled on the day before Yom Kippur, Steve put a proposal before the Board as follows: "It will be the policy of the CRW Board to avoid scheduling major events on the following holidays: Rosh Hashanah, Yom Kippur, Easter Sunday, and Christmas Day." Major events are defined as events for which we charge a fee. The motion was passed.

The meeting adjourned at 9:00 p.m.

The next Board meeting will be on Tuesday, March 5th, 7:30 p.m., at Hancock United Church of Christ, Lexington.

Respectfully submitted,
Cindy Sragg
Secretary/Board Member

WELCOME NEW MEMBERS

John Bergh	Newtonville
Eric Burkhart	Arlington
Wesley Dunnington	Norfolk
Malcolm Hirsh, Jr.	Needham
Nainan Kovoov	Westboro
Joseph Moore	Cambridge
Stan and Susan Sabin	Weston
Matthew Schneps	Cambridge

Board meetings are held on the first Tuesday of each month at 7:30 in the Hancock United Church of Christ, 1912 Mass. Ave., Lexington Center.



March, 2002

Recurring Rides Calendar

These rides are held every week unless indicated

Wednesday Wheelers

Times: 10:00 AM

Description: A group that enjoys exploring a variety of scenic routes, mostly in the western suburbs but also to the north or south. Occasionally we do an urban exploration. We always include a lunch stop, either during or at the end of the ride. In the winter we may substitute other activities, such as cross-country skiing. We stay together, following the leader for the day, while being careful not to drop anyone. On a rural ride of average hilliness, the pace is 15 to 17 mph on the flats, but slows considerably on the hills, so we wind up with a rolling average of about 13 mph. In fairness to the group, we require that prospective riders be capable of maintaining this pace.

Routes: Distances are typically between 30 and 40 miles.

Start: Location Varies.

Directions: The ride coordinator sends ride announcements and ride reports by weekly e-mail. For more information, including the next ride start location, call or e-mail the ride coordinator Dick Arsenault 781-272-1771 day or early evening.

Saturday Morning Fitness Ride at Nahanton Park**

Times: 8:30 SHARP!

Description: You will ride scenic rolling roads through Needham, Dover, Sherborn, and Medfield. These rides will be set up to run with or

without a leader so be ready to go on time. At 8:30 we're gone. This ride runs all year 'round.

Routes: Arrowed routes of 19, 28 and 42 miles. Cue sheet available.

Leaders: Dave McElwaine (781-821-8643) or Mark Dionne (617-965-5558) mark@markdionne.com

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.

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

Almost a Year in Hanoi

Part II

by Jean Arnold

Hello. Hello. I seem to have developed a bad case of echolalia. Echolalia? Yes, yes. Or perhaps it's just a symptom of touring in New Zealand. I've come through Kohukohu, passed by Parapara, had a Kerikeri Christmas and eaten breakfast in Kawakawa. These towns are not to be confused with Karekare, Kihikihi, Katikati, Pakipaki, Piripiri or Whatawhata.

The sheer length of many place names is a challenge; especially when you're whizzing down a steep hill trying to sound out such beauts as Whakamaharatanga, Maungakamea or Turangaomoana.

And some names are very put-offish: Pukemoremore and Rotorua. I'm sure this first name is pronounced with six syllables, not the three I'm thinking of, but since I saw it in writing first the damage is done. And Rotorua; doesn't it sound too much like "Roto-Rooter" to be the popular tourist hub that it is? I was going to bypass it because of the name alone, it conjured up all manner of malodorous unpleasanties. It is one of the three places on earth where

there are active geysers. If you've ever been to Yellowstone Park or Iceland, you know that geysers are fascinating, but they stink. Perhaps Rotorua, also known as 'Sulphur City', is aptly named after all.

So far I've only been in Auckland and the 'Northland'. The greatest concentration of Maori, the indigenous New Zealanders, is here in the north. At the Auckland Museum they have great exhibits featuring Maori carving, buildings, weaponry, tools and clothing. There was a performance of traditional dance and song that was brilliant, as they say here. Positively brilliant. The energy of their voices and strong movements filled the hall.

Tattoos got their start here with the Maori and many of the dancers, male and female, had traditional tattoos on their arms or face. In order to intimidate opponents and show defiance, the warriors with tattooed faces would stick out their tongues and enlarge their eyes, appearing quite fearsome.

Before leaving Auckland I also took in a

Western traditional performance: Handel's Messiah at the Auckland Town Hall. It seemed very strange at intermission to see people rushing over to the vendor to buy ice cream on a stick. Not a usual Christmas association for me, but I have to remember that this is mid-summer.

Bicycle touring in New Zealand is wonderful, if you're in shape. I have to admit that after living in Hanoi for the past three months I was not very fit. I ride my bike almost daily in Hanoi, but I've ridden up parking garage ramps that have steeper inclines than anything encountered in pancake-flat Hanoi. Over here what we call a bicycle is known as a 'push bike'. Now I know why. I've pushed my trusty Chinese-made Revel 7000 21-speed bike up quite a few hills.

I went to a bike shop in Whangerau asking if I could get lower gears put on my push bike so as to convert it into more of a 'riding bike'. I was discouraged when the shopkeeper said it was already geared fairly

Hanoi - Continued on page 11



March 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.

Crack O' Dawn ride

Sunday - March 3

Times and Routes: 7:50 for 27 or 46 miles

Ride Type: Cue sheet and map

Leaders: Barry and Linda Nelson (617-964-5727) BarryNelson@alum.MIT.edu

Highlights: Last year this route was closed because of the flooding on Pelham Island Road at Heard Pond. The club will provide boats if the road is still closed. This year the beavers in Sudbury closed this route for three weeks after the CRW ride in January that was rained out. In early February the town used dynamite to remove the beaver dam that had flooded the road. The short route passes through Newton, Wellesley, Weston, Wayland, Framingham, and Sudbury. The longer route includes a coffee stop at Nashoba Brook Bakery in West Concord and returns via Walden Pond, where we will stop for a swim if it is warm enough. Please note that this fantastic event is a joint ride with the Crack O' Dawn riders. We leave promptly at 8:00 so arrive early enough to pick up a cue sheet. The terrain is rolling. Please note the ride is cancelled if it is raining, or there is more than 5 cm of snow on the street.

Start: Fuller and Dartmouth St. in Newton

Directions: From Route 128, take Route 30 (Commonwealth Avenue) East toward Boston. After 1.6 mile cross Route 16. Bear right after 0.1 mile on to Fuller St. After 0.6 mile you reach Dartmouth St.

Cunningham Park

Sunday - March 10

Times: 10:30

Ride Type: Map and/or Cue Sheet

Leaders: Eric Ferioli (781-235-4762)

Highlights: A ride along the Quincy shore guaranteed to add some color to your nose. Note: if there is snow, there is the option of cross-country skiing in Cunningham Park. This ride was originated by Jim Merrick, who moved to Maine

because the Massachusetts winters were too mild.

Start: Cunningham Park, Edgehill Road, Milton.

Directions: From Rt. 128/93 South take Rt. 28 North about 3 miles, turn right on Pleasant St. 1 1/2 miles to Cunningham Park on the right.

Larz Anderson without the Snow

Sunday - March 17

Times: 10:30

Ride Type: Winter ride with partial, faint arrows and a cue sheet

Leaders: Eric Ferioli (781-235-4762)

Highlights: Visits Larz Anderson Park, Brookline, West Roxbury, Dedham, Needham, and Newton on mostly quiet secondary roads.

Start: Putterham Circle Golf Course parking lot, Brookline

Directions: From Rt. 128 take Rt. 9 East for about 3 miles. Just as the Chestnut Hill Mall passes on your left, exit right onto Hammond Pond Parkway. Go South through the next traffic light and take the third exit from the rotary on to Newton Street going east. Immediately after the rotary turn left into the parking lot at the Putterham Meadows public golf course.

The Great White

Metrowest (if there's snow)

Sunday - March 24

Times: 10:30

Ride Type: Map and/or Cue Sheet

Leaders: Joe Repole (508-879-6340)

Highlights: See the Wayside Inn, the Grist Mill, Martha Marys Chapel, and maybe visit the highest point in Framingham.

Start: 15 Gryzboska Circle, Framingham.

Directions: From Mass Pike take exit 12, go east on route 9 to Temple St. (2nd traffic light), take right on Temple St. If you are taking route 9 west, go left (south) on Temple St. At the end

of Temple St. take a right onto Salem End Rd, then the first right off Salem End onto Gryzboska Circle. Park on Gryzboska, not on Salem End.

A Serene Ride

Sunday - March 31

Times and Routes: 10:30 for approximately 26 & 17 miles

Leaders: Jacek Rudowski (617-361-5273). Do not call the morning of the ride.

Highlights: Join us for the last frostbite ride of the season. The routes travel the serene and charming back roads in Dover and Sherborn that have light auto traffic. Mostly rolling with three steep climbs that are very short. There is no lunch stop as C&L Frosty (no rest room) is closed Easter Sunday.

Start: Dover-Sherborn Regional High School

Directions: From I-95/Route 128 take exit 16B. Take route 109 West about 7 Miles to Medfield Center. Take a right at the traffic light where there is a Mobil station on the corner onto North St. If you come to the intersection with Route 27, you have gone too far. Go 0.8 miles on North St. and stay right At the triangle. Then in 0.9 miles bear left onto Farm St. In 0.8 miles make A left onto Junction St., 2.5 miles total from the Mobil station. The High School and parking lot will be on your right.



By Bob Paiva, reprinted with permission from the Spoke'n Word, newsletter of the Narragansett Bay Wheelmen

CRW TRIPS

MDDM 2002 18th Annual Memorial Day Dash to Montreal May 23-27, 2002

Thursday night stay at a ski lodge (motel option) near Montpelier, Vermont. Friday morning drive to Gordon Landing in the Lake Champlain Islands. Park cars, put gear in sag van, and cycle north through the beautiful Lake Champlain Islands. Ride 77 absolutely flat miles to Montreal, where we stay in the downtown Youth Hostel (couples rooms available). Saturday and Sunday are free days with many options - cycling, cultural and otherwise. Monday ride 73 miles back to the cars on the New York side of the lake, ending with a short ferry ride. NOTE: Although there are no hills, this can be a tough ride due to strong headwinds! \$165 trip fee includes 4 nights lodging, 4 meals, sag support, tour T-shirt and extensive literature.

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

27th Annual Tour of New England May 25-27, 2002

Every year on Memorial Day weekend the Charles River Wheelmen (CRW) run a three-day bike ride through the six New England states. On the first day the ride starts in MA, then it goes through RI and CT, back through MA and the ends in Brattleboro VT. On the second day we ride from Brattleboro to Dover, NH. On the third day we return to MA via ME and the seacoast of NH.

There is one official starting point for the ride Lincoln, MA. Many of the veteran riders start at their own houses and meet us on the route. On the first day most of those riding stop for lunch at the country store in Petersham MA. Then we ride on to Brattleboro VT. After clean-

ing up at the motel many of the riders walk to the Steak Out Restaurant for the all you can eat buffet. On the second day the Spofford NH fire department runs an all you can eat breakfast for \$5. Spofford is about 8 miles from the motel in Brattleboro. It is on the route to the motel in Dover. The motel has an indoor swimming pool so bring your bathing suit. On the third day, after a nice breakfast in Dover, we ride into ME, then down the coast of NH and MA and stop for lunch in Georgetown, MA. Upon finishing there will be a pizza party in Lincoln.

The cost of the ride is \$99. Please make checks out to the Charles River Wheelmen. The cost includes two nights in a motel (double occupancy), baggage transportation, some snacks, a detailed cue sheet and a party at the end of the ride. This is a hard Tour at 100+ miles each day. There is bag transport but no sag. Be prepared!

If interested, please telephone Walter Page at (781) 259-8598 or email him at whpage@compuserve.com and put TONE 2002 in the subject line.

What's New on crw.org

Most people by now know that the CRW website (<http://crw.org>) contains all sorts of useful information, but unless you're a dyed-in-the-wool web surfer you may not have found all the goodies that are available.

So, let's take it from the top of the home page. "CRW News" the top item in the frame on the left, contains news items of interest to members. Much of this information can also be found in WheelPeople, but it will contain late breaking developments that occurred after the WheelPeople deadline. This is where to look for new information on the site.

You've probably already honed in on the "Ride Schedules" which contains the recurring rides, the weekend rides for the present and next month, and for the whole year for those who like to look ahead, or if you're planning on leading a ride and want to find out what dates are available. The events calendar lists all of our trips, and an eclectic selection of local and regional events that might be of interest.

"About CRW" contains a potpourri of good stuff. The contacts page reproduces the information in the masthead of WheelPeople, so you'll never have to wonder

who to call (or email). The Affiliated Bikes Shop page contain links, addresses and phone numbers of the shops that offer a discount to CRW members. If you'd like to read the fine print, the CRW Constitution and Bylaws are on the web. Membership and WheelPeople newsletter questions are answered on their respective pages. The "Members Web Links" page is available for any member to provide a link to their personal web page (no commercial links). Our members collectively have a wealth of information about cycling, and much of this is shared here. If you'd like to add yourself to the list, just contact Gary Smiley, our webmaster (webmaster@crw.org).

You can find out how to join our internet mailing list here, and if you missed it the first time around, there is now a searchable archive of previous posts to the list you can peruse.

The "Picture Gallery" link brings you to our extensive library of pictures of rides and events, and photos of some of the personalities of CRW's past. If you've got some photos you'd like to share with the club, you can send them to Rory Dela Paz (rdelapaz@mindspring.com).

"Ride Leader Resources" contains everything you ever wanted to know about leading a ride but were afraid to ask. You can learn how to lead a weekend ride or a weekend trip. The other gem in this list is the "Cue Sheets" link where our extensive library of ride cue sheets and maps is kept. If you've led a ride, and don't see your ride in the list, send a copy of the cuesheet in spreadsheet or printed form to Jack Donohue (jdonohue@world.std.com).

"Cycling Related Information" contains some nuggets that might otherwise go unnoticed. The "Tour Reports" is a subsite itself with detailed descriptions of commercial and self designed bicycle tours our members have taken, as well as links to other touring information. If you'd done a tour you'd like to share with CRW, send the info to Andy Meyer (asm@ameyer.org) or Gary (webmaster@crw.org).

On the lighter side, "You may be a bike weenie if ..." contains an ever growing list of the warning signs of bicycle addiction. So, check it out, and consider contributing some info of your own.

Introduction to Bicycle Racing

As it has every Spring since 1993, the Northeast Bicycle Club will be offering its Introduction to Bicycle Racing program to the public during the month of April, 2002. This 4 week program will introduce you to the exciting world of bicycle road racing, and will prepare you to enter and be competitive in your first race. Among the things you will learn are:

Bike handling: Cornering; pacelines & double pacelines; riding in close groups; incidental contact.

Racing skills: Sprinting; time trialing; climbing and descending; starting and finishing.

Tactics and strategies: Road racing as a team sport; applying team strategies and tactics in race situations; using the race course and your strengths to your advantage.

Training and equipment: Periodization and specificity; training effort zones; racing bicycles & equipment; maintaining and performance tuning your equipment; proper bike fit.

At the conclusion of the program is a Graduation Exercise, in which we will bring you to an actual race to test out your new skills!

2002 Clinic Schedule:

Evening classroom sessions:

Location: Burlington Public Library, Burlington, MA

Dates: Thursday April 4 and Wednesday April 17, 2002

Time: 7:00pm - 8:30pm

Saturday morning riding sessions:

Location: Devens, Ayer, MA

Dates: April 6, April 13, April 20 and April 27, 2002

Time: 10am - 1pm

Graduation exercise:

Location: Wells Avenue Racing series, Newton, MA

Date: Sunday, May 5, 2002

Time: 9:30am

The NEBC Introduction to Racing program consists of 2 evening classroom sessions and 4 Saturday morning riding sessions. The classroom sessions will cover funda-

mental information on bicycle racing and training. The riding sessions will concentrate on riding and racing skills and drills. The graduation exercise is an actual USCF race, for students to put to use what they have learned.

The year 2002 Introduction to Bicycle Racing program is by pre-registration only. All applications must be RECEIVED by Fri, March 29, 2002.

The series is designed as a progressive program, with each new skill building upon the foundation of the previous skills. Due to the limited time available, it is difficult to make up missed sessions, so please be able to attend all sessions. Class sizes will be limited, so sign-up today! The Clinic filled up one week before the deadline last year.

For further information, check the NEBC web site: http://www.northeastbicycleclub.org/Events/Year02/spring_clinic.html or contact Mike Parr 617-547-0027, Michael_Parr@Biogen.com.

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Ergogenic Aides: Achieving A Competitive Edge

by Jennifer Michela, R.D., L.D.N.

I am a Registered Dietitian living in Charlotte, North Carolina. I've taken an interest in sports nutrition and have crewed for RAAM during the last two summers.

I have talked to many riders who have had some kind of pill, shake or powder that they claim gives them energy, speeds their recovery time, or decreases muscle pain. Because athletes are often the target of advertising for nutritional supplements and ergogenic aides, I receive many questions about this topic. Recently, there has been some useful research done to guide athletes toward health and improved performance; however, there are several products that make claims that have not been proven. Do you know how to read the labels and decipher between useful supplements and those which are ineffective and possibly harmful?

My goal in writing this article is to provide you with an unbiased opinion about some of the supplements that I receive the most questions about. This information is basically an overview of scientific literature that was taken from studies performed at the University of Memphis, and Tufts University, and journals such as the International Journal of Sports Nutrition, the American Journal of Physiology, and the Journal of the American Dietetic Association.

First of all, what is an "ergogenic aide"? An ergogenic aide is a supplement which is taken to give you a "competitive edge" or improve your performance beyond your normal limits.

Creatine

Creatine has recently become one of the most popular ergogenic aides marketed to athletes. Creatine is an amino acid synthesized from three amino acids—glycine, arginine, and methionine. Humans require 2 grams of creatine per day, which is obtained through food, mainly meat and fish, or synthesized in the body. According to a University of Memphis study, short-term creatine supplementation (15 to 25 grams per day for 7 days) has been shown to increase total muscle creatine content by 15% to 30% and improve strength, sprint performance and endurance. Long-term supplementation (2 to 25 grams per day) has promoted significant gains in strength, performance and fat-free mass which is either due to increased muscle mass or water retention.

By ingesting a carbohydrate drink (fruit juice, non-diet cola, or sports drink) at the same time creatine is consumed, creatine accumulation in the muscle increases by up to 60%. By consuming creatine and carbohydrate at the same time, glycogen levels also increase, further enhancing athletic performance. Ingesting taurine and electrolytes in conjunction with creatine may also increase the effects of creatine.

While not all studies report ergogenic benefits, most studies indicate that creatine is safe. There are, however concerns about muscle cramping and increased muscle injuries as well as gastrointestinal distress. I do not advise any individuals with any kind of kidney problem or diabetes to use this supplement.

Caffeine

Caffeine is a stimulant that has well documented ergogenic effects. It has been shown to decrease marathon run times and cycling time trials. Caffeine affects the body in several different ways. One way caffeine improves performance is by affecting the central nervous system causing increased neuronal excitability, consequently reducing reaction time. Another theory about the way caffeine works is that it increases free fatty acid oxidation so that fatty acids are used for energy in place of glycogen (your body's main source of energy that is used during exercise). This allows glycogen levels to be maintained for a longer period of time, allowing you to ride longer.

Caffeine research has shown that consuming 3 to 6 milligrams of caffeine per kilogram body weight (or about 1.4-2.7 mg of caffeine per pound) can improve endurance by 20% to 50% without raising urinary caffeine levels above the International Olympic Committee limit of 1200 mg. Therefore, a 175 pound man will need 245 to 472 mg of caffeine. This level can be obtained by drinking 24 ounces of tea or 2 cups of coffee.

Sources of Caffeine

Beverage (average caffeine in mg)

Coffee, 8 ounces brewed, drip method (165)	Diet Pepsi (35)
Coffee, 8 ounces instant (95)	Dr. Pepper (40)
Tea, 10 ounces brewed (80-120)	Pepsi Cola (40)
Iced tea, 12 ounces (70)	Coca Cola (45)
Hot Cocoa, 8 ounces (5)	Diet Coke (45)
	Tab (45)
	Mountain Dew (55)

Drug (average caffeine in mg)

Anacin, 2 tablets (32)	Dexatrim, 1 tablet (100)
Excedrin, 1 tablet (65)	Vivarin, 1 tablet (200)
No Doz, 1 tablet (100)	

Possible side effects of caffeine use include dizziness, headache, insomnia, nausea, gastrointestinal distress, muscle tremors and palpitations. If you choose to use caffeine, try using it 1-2 weeks before an event to gauge it's effectiveness. Regular caffeine in-

take will lessen its beneficial side effects due to the body's ability to develop a tolerance to it so to receive the maximum benefits of caffeine, I don't recommend using it daily. It is recommended that caffeine be consumed about one hour before an event. I have seen cyclists benefit from drinking defizzed sodas during their ride.

Because caffeine is a known diuretic, it is important to drink adequate fluid before, during and after exercise. The caffeine dose shouldn't pose a problem if you drink properly, however, caffeine increases urine production so you may want to avoid caffeinated beverages after exercise when you are trying to replace fluid losses.

Vitamin And Mineral Supplements

Vitamin and mineral supplements have become very popular and are widely used among athletes. Surveys show that about 75% of all athletes take some type of vitamin supplement ranging from a simple one-a-day vitamin to a concoction of "miracle" pills. Vitamins are organic molecules that regulate biochemical reactions in your body. You must obtain vitamins through your diet because they cannot be manufactured in your body. You need adequate vitamins to function optimally, but there is no scientific evidence that proves that extra vitamins will give you a competitive edge. Vitamin and mineral supplements will not increase your strength or endurance, provide energy or build muscles.

For the most part, athletes do not have increased vitamin and mineral needs. This is because athletes consume more calories than inactive people and therefore consume more vitamins and minerals. Of course, you should try to get what you need from the food that you eat. Then, if you wish to take a supplement as "health insurance", take a one-a-day standard multivitamin.

Remember, a supplement does not compensate for a high-fat, unbalanced diet.

TIPS FOR CHOOSING A VITAMIN SUPPLEMENT

- Select a broad-range multivitamin and mineral supplement that contains vitamin A, C, D, E, K and all of the B vitamins as well as important minerals such as iron, calcium, boron, chromium, copper, zinc, magnesium, manganese, and selenium.
- Choose a supplement with vitamins and minerals close to 100% of the Daily values. (Calcium and magnesium will be less because they are too bulky to put in one pill.)
- Don't buy supplements that contain excessive doses of vitamin and minerals. High doses of vitamins and minerals can produce toxic side effects.
- Choose a supplement with beta-carotene, not vitamin A. Beta-carotene, the precursor to vitamin A acts as an antioxidant.
- To maximize absorption, take your supplement with or after a meal.
- There is no proof that time-release or chelated vitamins (vitamins chemically bound to an amino acid) are better absorbed.

As a general rule, you can get the vitamins and minerals you need by eating a variety of wholesome foods, however iron can be an exception. Iron is a necessary component of hemoglobin, the protein that transports oxygen from the lungs to working

muscles. If you fatigue easily, iron deficient anemia could be the reason; however, men are susceptible to iron overload because of low iron requirements, so be sure to check with your doctor before taking an iron supplement. Iron overload can cause damage to your liver, pancreas, or heart. Cyclists are at risk for iron deficiency, especially those of you who train in hot climates or ride in endurance races, because you may lose significant amounts of iron through heavy sweat losses. Those of you who are marathon runners may also lose iron by damaging red blood cells from pounding your feet on the ground during training. Vegetarians and athletes who don't eat red meat may not be getting enough iron. The best sources of iron are lean beef, lamb, pork, and the dark meat of skinless chicken or turkey. You can get additional iron by selecting breads and cereals with the words "iron-enriched" or "fortified" on the label. Eat these foods with a source of vitamin C such as orange juice with cereal or tomato on a sandwich to enhance iron absorption.

ANTIOXIDANTS

Strenuous exercise increases the production of free radicals which can cause muscle damage and increase muscle soreness as well as increase risk for heart disease and cancer. Riding in cities or smoggy areas also increases exposure to free radicals. Antioxidants such as vitamins C and E neutralize free radicals before they can cause damage so antioxidants may aid in muscle recovery. Regular exercise increases the efficiency of the antioxidant defense system which decreases the need for increased antioxidant intake. The role of antioxidants in muscle recovery is not yet fully understood.

There are many supplements to choose from if you are seeking an extra edge, but before spending your money on an expensive supplement or gulping down a handful of pills, be sure to spend some time researching. A good place to start is on the Internet (be sure that the information is from reputable sources), or you can ask a Registered Dietitian or a nutritionally oriented physician. Always test new supplements during training—never during a race and remember that supplements are not a substitute for a healthy diet and training.

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Little Jack's Corner - by Jack Donohue



It seems every time I undertake a bike repair I get the impression I'm suffering from cosmically bad karma. Take my last venture.

A while ago, I had replaced the handlebars on my Univega. While I was at it, I figured I'd put on a set of aero brake levers I had laying around. For those of you that are wondering what I'm talking about, in the bad old days, brake cables used to stick straight up from the brake levers themselves, and snake around until they finally got to the brakes. All bikes these days that are not of the K-mart variety have the aero version, which routes the cables sideways under the handlebar tape, and have just a stump where the cables used to come out, suitable for impaling yourself on in a crash. But I digress. So I installed the aero brake lever, making my bike infinitely cooler than it had been. Of course, I only installed one, so it's kind of a hybrid, but I wasn't sure it could take the shock of the full thing.

There was a minor problem with my installation, though. It turned out that I had routed the cable on the wrong side of the stem, with the net effect that turning the front wheel more than about 5 degrees to the right had the effect of locking up the rear brake. Since the headset had brinnelled itself enough so that it was somewhat difficult to turn the wheel at all from the

straight ahead position, this was not as much of a problem as it would appear at first. However, it was rather annoying when as the rear wheel locked up when I wheeled the bike in and out of my building at work.

As Susan will attest, the extent of my laziness knows almost no bounds, and I pondered the problem for quite some time without developing a plan of action. Since I had gone to great effort to install the brakes, wrap the handlebars, etc, I was rather reluctant to undo all this great work. Then, it came on me in a flash, all I had to do was disconnect the cable at the brakes and reroute it leaving the handlebars intact. Or so it seemed ...

So one day in the garage, having just completed another major maintenance task (moving my Niterider bracket to the other side of the handlebar), I felt I was on a roll and ready to tackle the brake cable.

Now the Univega, in the milieu of '80s ten speed bikes (yes, ten, all together) was a rather classy model. It had no less than three braze-on cable guides for the rear brake cable. In those days, bike quality was directly proportional to the number of braze-ons you had. It was many years before I owned a bike with a braze-on mounting at all. So three of these for the cables was Cadillac city.

I undid the cable at the brake, and snaked the cable through the rear braze-on. So far so good. Next I attacked the middle one, and here we have trouble. There is

no way under heaven and earth that I can get the cable to slide through the braze-on.

So I put on my apron, turned on the radio, and prepared myself for the long haul.

By dint of yanking and twisting, I managed to tear the outer housing so that now it was really impossible to get it through. I had two choices, leave it there for all eternity and undo the handlebars, or ... cut off the braze-on (I guess you'd have to call it a braze-off). I must say I agonized over this decision for quite some time, destroying the braze-on would in effect be vandalizing a classic frame, sort of like ripping the hood ornament off a '56 Chevy. But laziness is a powerful force, and I managed to rationalize my decision. After many years, the cable guides served little more than a place for water to collect and create rust, and three guides was bit of overengineering anyway. So I got out the diagonal cutters and performed a braze-off. I still had the rear one and the front one, that should be plenty. Until I realized that the front one was in the same situation. So well on the way down the slippery slope, the front one eventually met the fate of its sibling. I rerouted the cable, which by now was all twisted and mangled from my unsuccessful efforts to extract it from the guide, and I fastened it down with a couple of cable ties. Success. Now I just have to try to live with myself.

January Mileage Totals

		6	3	6	7
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Name	Miles	M	C	K
Jack Donohue	764	-	-	-
Bruce Ingle	736	-	-	-
Robin Schulman	701	-	-	-
Don MacFarlane	562	-	-	-
Melinda Lyon	519	-	-	-
Tod Rodger	478	1	-	-
Joe Repole	368	1	1	-
Joel Parks	311	-	-	-
Jim Goldman	286	-	-	-
Ed Hoffer	276	-	-	-
Bob Sawyer	237	-	-	-

Name	Miles	M	C	K
Irving Kurki	230	-	-	-
Nick Linsky	193	-	-	-
John Allen	168	-	-	-
Jim Broughton	144	-	-	-
Gabor Demjen	78	-	-	-
Elisse Ghitelman	72	-	-	-
John Kane	71	-	-	-
Harry Wolf	65	-	-	-
John Springfield	29	-	-	-
Doug Cohen	26	-	-	-
Jeff Luxenberg	21	-	-	-

Name	Miles	M	C	K
Jared Luxenberg	15	-	-	-
Ed Trumbull	11	-	-	-
Jacob Allen	6	-	-	-

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.

Dionne recalls at least one worse day on the circuit from Newton through Needham, Dover and Medfield. "Late last winter, it had snowed maybe a half-inch the night before. Then they salted the road. It was 22-degrees when we started and the roads were soaked. We ended soaked to the bone with brine. It was like pickle juice," Dionne said. "No question in my mind, that was the worst."

Even Starbucks, which has tolerated all the table moving and chair hogging through the years, got in on celebrating the milestone by donating a vat of coffee and shortbread cookies. Not that the Saturday crew needed the extra calories, thanks to Kayo De Oliveira's tray of gourmet sweets, Jenny Craddock's brownies and Dionne's chocolate chip cookies.

Even local cycling celeb Pam Fernandes - with more gold medals and world records to her credit than any of her sighted friends - showed up for the post-ride fete. She didn't ride, but had her usual no-foam, extra hot skim milk latte just the same. "It's too cold out for me, man," Fernandes said. "I'm a temperamental stinkin' sprinter, what do you expect?"

While everyone nibbled, McElwaine handed out awards for the Cleanest Bike (Kayo de Oliveira), Funniest Moment (Rich Fields), Best Looking (Elizabeth Wicks), Most Bikes (Marty Estner, 15 but only eight work), Best Dressed Tandem (Linda and Barry Nelson), Best Attendance But Least Likely to Wait for Slowpokes (Peter Cole), Best Actor (Mel Stoler) and Best Writer/Director/Producer but Worst Computer Operator (Fred Kresse). Most Colorful went to the rider in red, white and blue with a blue and white bike with red tires - me.

McElwaine told all about a recent email from a friend in Oregon who had marveled at the CRW's dedication since his team could not string together five Saturday morning rides in a row, let alone 250.

Tony Richards wouldn't have it any other way. "I turned down a job paying \$10,000 more because they wanted me to work every fourth weekend. Saturday and Sunday rides are important to me, especially at my age," he said. "I see a lot of guys my age in the obituaries. So, as I look at it, every ride could be my last."

Here's to 250 more, Tony.

low, but encouraged when her mechanic discovered a problem with the front brake—I'd been riding with the brake half-way engaged the whole time. I'm hoping that a week's riding plus the releasing of the brake will improve my performance on the road.

I'm almost used to riding on the left-hand side of the road now as long as there are cars around. I noticed going down an empty street this morning that I had drifted over to the right again. But when a car comes at me head-on I adopt a Maori warrior-type expression on my face and quickly dodge out of the way.

Next week I'll make my way to the Coromandel Peninsula. The guide book says don't do it between Christmas and the end of January, but if not now, when? Wish me luck. Luck. Bye. Bye.

Errata

John Springfield points out that we missed a 1K month of his in the year end statistics for 2000, and a century and metric century for year 2001. Maybe we'll do better in 2002.

Bikes Belong Coalition to Play Major Role in Reauthorization Battle — \$500,000 Pledged to the BikeTEA Campaign

The Board of Directors of the Bikes Belong Coalition announced their major support of the battle to enhance the pro bicycle policies in the next iteration of the federal transportation bill. BikeTEA, a coalition of the country's leading bicycle advocacy groups, welcomed the commitment of Bikes Belong to put \$500,000 towards the campaign.

"Because of the tremendous support from the bicycle industry through Bikes Belong, BikeTEA will be the professional, well-run campaign it needs to be," said Martha Roskowski, the newly designated campaign manager for BikeTEA.

"We're getting to work now on this tremendous opportunity to fund a broad expansion of bicycle and trail networks, create a national safe routes to school pro-

gram and require that all transportation projects accommodate cyclists."

Roskowski, currently the Executive Director of Bicycle Colorado, will assume her new post as the BikeTEA campaign manager at a campaign kickoff at the National Bike Summit in Washington DC, March 6-8.

John Burke, President of Bikes Belong Coalition and President of Trek Bicycle Corporation, said, "Bikes Belong is following through with its commitment to put more people on bikes more often by supporting this major legislative battle. A successful BikeTEA Campaign will lead to unprecedented federal funding to bring better bicycling to communities across the country, resulting in increased participation in cycling for Americans of all ages."



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2. fully understand that: (a) Bicycling activities involve risks and dangers of serious bodily injury, including permanent disability, paralysis and the risk of death; (b) these risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the Activities, the conditions in which the activities take place, or the negligence of the other participants designated below; (c) there may be other risks and social or economic losses either not known to me or not readily foreseeable at the time; and I fully accept and assume all such risks and all responsibility for losses, costs, and damages I incur as a result of my participation in the Activities;
3. hereby release, discharge, covenant not to sue, and agree to indemnify and save and hold harmless CRW, their representatives, administrators, directors, agents and employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of premises on which the Activities take place (each considered one of the participants herein) from all liability, claims, demands, losses, or damages on my account caused or alleged to be caused in whole or in part by the negligence of the participants or otherwise, including negligent rescue operations.

I have read this agreement, fully understand its terms, understand that I have given up substantial rights by signing it and have signed it freely and without inducement or assurance of any nature and intend it to be a complete and unconditional release of all liability to the greatest extent allowed by law and agree that if any portion of this agreement is held to be invalid, the balance notwithstanding shall continue in full force and effect.

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 Check this box if you don't want to receive mailings from these companies.

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

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