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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 XXVII, Number 2 · February, 2003

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## New Mileage Coordinator

**Jamie King has offered to be the new mileage coordinator**, taking over from Ed Trumbull's 23 year run. Send your mileage by the fifth of the month to [jamie\\_e\\_king@charter.net](mailto:jamie_e_king@charter.net), or if you're not connected, you can call 978-448-0533. Thanks again to Ed for faithful recording of member miles all these years.

### On-Line Mileage

There is a new feature on the web site, the ability to enter your mileage online. To do this, just go to this web page:

<http://crw.org/mileage.htm>

create an account for yourself, and enter your mileage. The web site will store your mileage each month of the calendar year, and you can review it, or check the current mileage

for the rest of the members entering online. There are a few differences between this method and emailing/calling in your mileage. There is no need to enter information on 1000 mile months, since the program will calculate that but only if you enter your miles every month.

Also, you need to check the boxes for metrics and centuries each month to get these recorded. The good news is that you can change data from prior months, so for example, if you didn't enter your info for August, when you logged 1200 miles and a metric and century, you can enter this information later. You will still have to enter the information from the prior month by the 5th of the month to have it included in the mileage list in WheelPeople.

### More on Mileage

There still seems to be a bit of confusion about the metric/century column in the mileage chart. This represents the number of months in which the rider completed one or more metrics or centuries. So, if you did two centuries in a month, you only count one.

The idea is that you get more bragging rights for a century in January than, say, July. An additional caveat is that the century in question must have been completed in New England, so no sneaking in a century during your vacation in Florida. Actually, completing a century anywhere where the temperature was below freezing would probably qualify. This is all on the honor system, but lying will get you eternal damnation.

### Highlights Inside:

Board of Directors Meeting .....	3
Campaign Statement .....	3
Recurring Rides .....	4
What's a Brevet Anyway? .....	4
February Rides .....	5
New Members .....	5
Major Taylor Lesson Guides .....	5
Relax, Breathe, Do Nothing Extra...6	
The Laundromat .....	7
Mad King Challenge.....	8
Cassandra's Riding Wisdom .....	9
Saturday Fitness Ride Photos.....	9
Little Jack's Corner .....	10
CRW Helmet Rebate Program.....	10
Mileage Totals.....	11
Babz Bike Bits.....	11

## Weekend Ride Leaders Needed

Do you have a favorite route? A short jaunt that winds past scenic, rural orchards and lily covered ponds, leaving you in a state of Zen-like euphoria? Perhaps a challenging roller coaster of a ride that makes your quadriceps quiver but puts your goal of a fast century within reach? In either case, why not share that ride with your friends and fellow club members?

CRW needs weekend ride leaders for the regular season (April through November). The current calendar is only about one third filled so there are lots of open spaces. The rides program is the primary reason for the club's existence and as we are a volunteer organization, the club relies on its members, people like you, to make it happen. So, if you have led a ride in the past and would be willing to lead it again, or, if you have an idea for a new route that you think would make

for a good club ride, or, if you are willing to lead but need a route, give us a call. You don't have to go it alone. Help is available. Some

Ride Leaders Needed - Continued on page 3

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## Ride Leader Workshop - Save the Date

A date has been set for the 2003 CRW Ride Leader Workshop. The workshop will take place on Sunday March 23 from 4-7 PM at the Hancock United Church in Lexington Center. For anyone thinking about leading a ride with CRW, the workshop provides good information on all the essentials of developing and leading a ride. Experienced leaders have a chance to review that information, just in time for the start of the Spring season. If you need extra inducement to come, there will be pizza and socializing afterwards as well. So, mark the date and start recruiting any potential new ride leaders for the workshop!

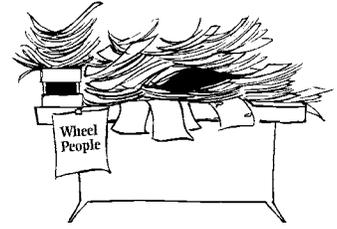
The Charles River Wheelmen is a group of active adult bicyclists which sponsors a year-round program to promote the enjoyment of cycling. During the regular season - early Spring to late Fall - at least two ride loops are available every Sunday, designed to be ridden at your own pace. The Sunday rides, are arrowed in advance, and maps or cue sheets are generally provided. There are also rides each Saturday and during the week. Our Winter rides program, The Second Season, is more informal; the route and pace are decided by those who show up. We also hold social events and related activities.



CRW members receive WheelPeople, the Club's newsletter. CRW is also an associated club of the League of American Bicyclists. Address correspondence to:

The Charles River Wheelmen - Club Address: 1 Gleason Road - Bedford, MA 01730

## Editorial Policy



We welcome contributions to this newsletter, but reserve the right to edit articles in any way that we deem appropriate.

We will make every effort to preserve both the style and intent of the author, but we may rewrite an article to fit available space, to clarify ambiguities in the text, and to correct factual errors.

Articles and other materials which appear in WheelPeople, unless specifically identified as editorial policy, represent the opinion of the author, and do not represent the opinions of the editors, coordinators, officers, or board of directors of The Charles River Wheelmen, Inc.



## How To Send Us Your Article

Articles and letters must be received by the 5th of the month to be included in the next issue of WheelPeople.

Mail handwritten or typewritten documents or articles on floppy disk to Jack Donohue, 26 Fox Run Road, Bedford, MA 01730. Note: floppy disks will not be returned.

Documents produced on computer may be sent electronically via Internet to Jack at [jmdonohue@alum.mit.edu](mailto:jmdonohue@alum.mit.edu). Your document must be in "text" mode.

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

## Insurance

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

### BOARD OF DIRECTORS

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

### OFFICERS AND COORDINATORS

President	Bill Widnall	781-862-2846
Executive Vice President	Barry Nelson	617-964-5727
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Vice President of Publications	Ken Hablow	781-647-0233
Vice President of Legal Affairs	Jeanne Kangas	978-263-8594
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	Larissa Hordynsky	617-527-5620
Membership Information	Keith Manning	781-643-4628
Information	Ann-Marie Starck	508-877-0178
Special Projects Coordinator	Marty Weinstock	617-491-6523
Publicity Coordinator	Steve Kolek	781-674-1090
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Mileage	Jamie King	978-448-0533
Government Relations	George Eckert Jr.	508-653-6913
Bike Shop Program	Suzi Melotti	617-247-3405
Volunteer Committee Chair	OPEN	
Social Committee Chair	Rita Long	781-899-9177

### RIDE PROGRAM COORDINATORS

Vice President of Rides	Connie Farb	617-497-0641
Saturday Rides	Steve Mashl	978-244-0286
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	Ed Glick	978-250-1883
	Daniel Rabinkin	781-275-2391
Saturday Fitness Rides	Dave McElwaine	781-821-8643
	Mark Dionne	617-965-5558
Sunday Fitness Rides	Carl Howerton	781-837-9777
	Jim Hill	781-337-5394
Urban Rides	Charles Hansen	617-734-0720

### WHEELPEOPLE STAFF

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

### INTERNET STAFF

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Webmaster	Gary Smiley	<a href="mailto:webmaster@crw.org">webmaster@crw.org</a>
Picture Gallery	Rory Dela Paz	<a href="mailto:rdelapaz@mindspring.com">rdelapaz@mindspring.com</a>
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Administrator	Barry Nelson	<a href="mailto:barrynelson@alum.mit.edu">barrynelson@alum.mit.edu</a>

### 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

January 7, 2003

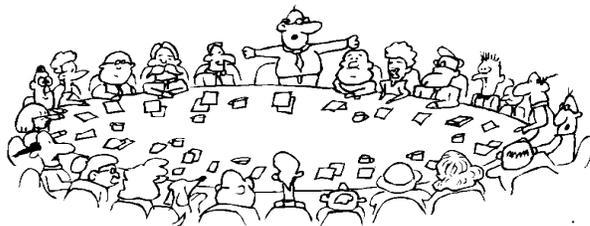
In Attendance:  
Barry Nelson,  
Jackie Grocer,  
Connie Farb,  
Bill Widnall, Rita  
Long, Don Foster, Cindy Sragg

Bill Widnall was unanimously voted in as club president. Thanks to Barry Nelson for all of his hard work over the past two years.

**MEMBERSHIP** (Barry Nelson for Linda Nelson)

Current memberships: 994  
Current members: 1185  
Retired: 16  
New members: 7  
Renewed members: 12

Linda Nelson is our new membership coordinator. The change has been noted in the latest edition of WheelPeople and the website



but it needs to be made on CRW's promotional brochure - the blue one we give to bike shops. Ken Hablow will be contacted about this.

## Topics for Next Board Meeting

Budget discussion - look at year-end finances for 2002

Rides Committee - report on rides calendar for 2003

The meeting was adjourned on 7:50 pm.

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

Respectfully submitted,  
Cindy Sragg  
Board Member/Club Secretary

# Campaign Statement for LAB Regional Director

by John Allen

I have gathered enough signatures to be on the ballot for Regional Director of the League of American Bicyclists. Many thanks to all who signed my petition form. Now I am asking those of you who are League members to vote for me.

I am running because:

I want there to be an electoral contest, so issues get aired before the membership.

I have made a commitment to an active dialog with my constituents, to listen and to inform, using Web pages, e-mail and a list server.

I will work to rethink and restore the league's support of its national volunteer network of touring information directors, area reps and others, to provide services to members and clubs.

The League must work with other organizations, but its advocacy must clearly represent its members' interests. I will work to shift the focus of League advocacy back to access, cyclists' rights and good facilities design, and to rebuild advocacy at the state and local level.

I am especially concerned about the quality of the League Cycling Instructors' Manual, and of instructor certification workshops. As an LCI, author/editor and Regional Director, I will address this issue.

My detailed platform statement and contact information are posted at <http://www.bikexprt.com/LAB>. If you have questions, or wish to help me with my campaign, please go to that page, or phone me at 781-891-9307 or email [jsallen@bikexprt.com](mailto:jsallen@bikexprt.com).

Thank you.

## CYBER CHANGE OF ADDRESS

By now, a large number of you are receiving your copy of WheelPeople by email. This is a convenient way to receive it, saves trees, and is normally available quite a bit earlier than the printed version. If you've signed up for this, bear in mind that you need to tell our membership chairperson, Linda Nelson (617-964-5727, [Linda\\_Nelson@hsdm.harvard.edu](mailto:Linda_Nelson@hsdm.harvard.edu)) if your email address changes.

Also, be aware that the size of the PDF file is typically 600kb and can be more than a megabyte. Some email accounts won't handle large attachments, and some (such as hotmail) have rather limited quotas, and will not deliver the message if the quota is exceeded. If you've signed up for eWheelPeople and haven't been receiving it, make sure that the account you signed up is valid and doesn't have the limitations above. If so, you can give Linda another address to send to, or ask to be put back on the postal mail list.

You'll need Adobe Acrobat Reader 4.0 or greater to read the attachment.



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

## Saturday Morning Fitness Ride at Nahanton Park\*\*

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

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

MPH. Most people do the ride to get a good 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.

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## What's a Brevet Anyway?

February 7

Ever wonder what it's like to complete a 200 mile ride in a steady rain at 40 degrees?

Come hear war stories and watch a video of last May's 300k brevet, held in weather that would keep most sane people cuddled up in their living rooms! Several randonneurs (long-distance riders) will entertain us with some of the highlights and lowlights of long-distance cycling.

The current organizers of the Boston Brevet Series will also be there to describe what goes into organizing such an event. This informal social event is open to everyone, including those who would never dream of riding any distance greater than around the block. Those thinking about doing their first brevet will have an opportunity to ask questions of the veterans and learn from their experience.

Come at 6:30 for pizza and socializing; 7:30 for the talk and video. The event will be held at Jack and Susan's house.

#### 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.



# February 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.

## Bridges of Sudbury

Sunday - February 2

Times and Routes: 10:30 AM, 27 miles

Leaders: Rich Taylor (978-287-4921, kidrolyat@aol.com)

Ride Type: Cue Sheet

Highlights: Cross 7 bridges of the Sudbury River and see an eighth (one that George Washington crossed). Cruise along in the beautiful Sudbury River valley with 2 small hills to keep you warm. Both Starbucks and Dunkin' Donuts are within 1/4 mile of the end of the ride. Active snowfall or rain cancels.

Start: Crosby Market parking lot on Sudbury Road near the Concord Train station.

Directions: Take Rt 2 West. Turn right on Sudbury Road (4th light from 128) in Concord. The parking lot is about 3/4 of a mile on the right. Please park near the road and away from the stores.

## Frozen Brooks

Sunday - February 9

Times: 10:30

Ride Type: Cue Sheet

Leaders: Peter Brooks 617-926-5735

Start: Waverly Square (Church St.) parking

lot across from Wheelworks Annex

Highlights: The ride goes through Waltham, Weston, Lincoln, Concord, Lexington, and Belmont. 20 and 40 miles.

Directions: From 128, take Rt. 20 East (go through Waltham ctr.) approximately 2 miles; take a left onto Rt. 60 (Rt. 20 goes South) for approximately 1.25 miles; take a right onto Trapelo Rd. (still Rt.60); go .25 mile and go South on Trapelo (Rt. 60 goes left); go .25 mile and go right onto Church St. (1st right over RR bridge). From Rt. 2, take Rt.60 West for 1.5 miles; take left onto Trapelo at light (Rt. 60 goes right); after .25 mile, take right onto Church St. (1st right over RR bridge).

## Holliston

Sunday - February 16

Times: 10:30 AM

Leaders: John Goeller (508-429-2832)

Start: Holliston High School

Directions: Take Route 16W or 126S to Holliston. From the junction of Routes 126 and 16 in Holliston (near Bertucci's Restaurant), follow routes west 3/4 mile into center of town. Just past the Town Hall and the green in front of the Congregational Church, turn right onto Hollis Street. The school is approximately 7/10 of a mile on the left.

## Bruce's Birthday Ride

Sunday - February 23

Times: 10:30

Leaders: Bruce Ingle (508-877-1045 - please don't call after 8 PM; ingle@gis.net)

Highlights: The short ride is 20 miles and 1160 feet of climbing through Framingham, Sherborn, Holliston, Hopkington, and Ashland. The long ride is 35 miles with 2010 of climbing and adds Millis and Medway. Post Ride party at Bruce's house.

Start: Framingham Center Green at Edgell Rd. and Rt. 9

Directions: From the east: take Rt. 9 west. Approximately 1 mile past junction of Rts. 9 and 126 bear right at the Staples/Walgreens plaza. Take a right at first traffic light onto Edgell Rd. The green is on your left. From the west: take Rt. 9 east. Approximately 2 « miles past the Sheraton Tara Hotel bear right at Framingham State College exit. Take a left at first traffic light onto Edgell Rd and cross over Rt. 9. The Green is on your left.

## Welcome New Members

Jerry Friedman	Newtonville
David Friend	Boston
David Gessner, Leah Gessner	Carlisle
Stanley Owen Laczka	Worcester
Ronald Morrissey	Randolph
Joanna Pomykala	Cambridge
Mary Sagers	Watertown

## Major Taylor Lesson Guides Are Free

WORCESTER, Mass. -- Curriculum kits for lessons about trailblazing black athlete Marshall W. "Major" Taylor, 1899 world cycling champion, are available free to schoolteachers and youth group leaders. You may download the materials (PDF) from a new link at <http://www.majortaylorassociation.org/news.htm>.

For more information, contact Lynne Tolman at [info@majortaylorassociation.org](mailto:info@majortaylorassociation.org), 508-831-0301.



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# Relax, Breathe, Do Nothing Extra

by John Hughes

**“Whether on RAAM or a double-century ride, our mental state is often what determines whether we finish the ride successfully or pack it in early.”**

Bernie Comeau “From the Field: Mental Strength”,

([www.ultracycling.com/training/mental\\_training.com](http://www.ultracycling.com/training/mental_training.com))

Just before and during a cycling event your mental state is maybe a mishmash of thoughts and feelings that are chasing each other in circles:

thought <-> feeling

“don’t go too hard” <-> anxiety

“awesome scenery” <-> happiness

“I’m trashed” <-> depression

At first it may be amusing to feel the cycle of thoughts and emotions, but after a while riding the roller coaster gets old and starts interfering with your performance.

Our thoughts and feelings have a profound effect on how we ride. Fortunately, we can learn to manage the emotions and to focus on the ride. In his article on Mental Strength, Bernie Comeau described how RAAM riders use music to help them to focus and control mood swings. Another technique is to focus on your breathing- and this doesn’t require a pace van with a stack of CDs! John Howard described Ian Jackson’s training tool called BreathPlay in UltraZoom. BreathPlay is a very powerful tool to improving performance.

([www.ultracycling.com/training/ultrazoom.html](http://www.ultracycling.com/training/ultrazoom.html))

Many of us have reached the limits of physical training, but can learn to ride much better with improved mental skills. In this series of columns I’ll teach mental skills based on a breathing technique that I’ve been using for years. Simply breathing can help:

- calm the emotions
- gather energy
- manage pain
- create a positive attitude
- visualize an event

The key is to simply breathe. Relax, breathe, and do nothing extra.

Let’s get started:

Find a time in your busy day when you can be quietly by yourself for about ten minutes. First thing in the morning is a good time to practice as is the end of the day. You could combine the breathing practice with stretching or riding the trainer, although you’ll get more benefit if initially you focus simply on breathing.

Lie quietly on your back with your hands resting between your pubic bone and belly button. Close your eyes. Close your mouth softly and breathe through your nose. Breathe from the abdomen - your hands should feel your belly rise and fall.

First, just be aware of your breath. Notice the rhythm of the breath. Feel the breath

• Scrunch your shoulders up toward your ears and tighten your neck muscles, pulling your head back slightly. Hold as you inhale . . . and release as you exhale. . . . and inhale . . . and exhale.

• Clench your jaw, press your lips together and frown. Hold as you inhale . . . and release as you exhale. . . . and inhale . . . and exhale.

• Finally, tense your sphincter. Hold as you inhale . . . and release as you exhale. . . . and inhale . . . and exhale.

As you do the above, you may notice that when you are tense, you don’t breathe as freely and deeply. However, by being aware of the tension and then focusing on relaxing as you exhale, you can relax.

Learning to be aware of the breath is a skill, a skill that teaches you how to focus, to let go of distractions. You can then focus your energy on riding down the road.

Try to practice this breathing skill at least five days a week:

- Noticing the rhythm
- Feeling the inspiration
- Relaxing tension

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complete series of columns are at [www.ultracycling.com/training/breathing1.html](http://www.ultracycling.com/training/breathing1.html). Other articles on training, equipment and nutrition are at [www.ultracycling.com](http://www.ultracycling.com)

## Resources:

Lynch, Jerry. and A. H. Chungliang, Working Out, Working Within, Penguin Putnam, Inc., New York, 1998

Miller, Saul and P. M. Hill, Sport Psychology for Cyclists, VeloPress, Boulder, CO, 1999, (800) 234-8356, [www.velogear.com](http://www.velogear.com)

Young, Shinzen, Meditation in the Zone (two cassettes), Sounds True, Boulder, CO, 1996, (800) 333-9185, [www.soundstrue.com](http://www.soundstrue.com)

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**Learning to be aware of the breath is a skill, a skill that teaches you how to focus, to let go of distractions. You can then focus your energy on riding down the road.**

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coming in and out. Notice how long it takes to inhale . . . and exhale. Spend a couple of minutes feeling yourself breathe. Notice if anything changes. Are your breaths getting longer? Or deeper?

Once you feel the rhythm, then focus on the in-breath. Feel the breath entering your nose. Feel it moving down your throat and into your lungs. Feel yourself taking in energy. It may help to imagine that you are inhaling a white mist. Feel how deeply into your lungs the breath comes. Is your breathing changing?

Finally, use the breathing to relax.

• Clench your hands into fists and bend your wrists inward so they are tight. Hold them for about five seconds as you inhale . . . and release the tension as you exhale . . . and inhale deeply into your relaxed body . . . and exhale.

# THE LAUNDROMAT

by Tod Rodger

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

It's a beautiful Monday morning in the rather large town of Manosque, situated in the Durance River valley. It's the first town in 10 days both big and flat enough to have a train station. We are here because Dave has to catch a train and head for home this morning. As we were returning to our rooms after dinner last night, we passed a laundromat that opened at 7 AM. Laundromats are scarce in France, and after 10 days this was too good to pass up.

While Roy and Dave sort out equipment and get Dave's bike ready for Roy, I head for the laundromat with all our dirty clothes. I arrive at 6:55 and find the place locked and dark-- no big surprise. I sit on the sidewalk, work on my journal, and watch the flow of people and traffic gradually

increase. At 7:15 no one has arrived yet to open the place. I am a little annoyed, but this is France. I write some more, watch people some more, and still no one has come by 7:30. I walk down the street, pick up some delicious fresh pastries, and still no one has come.

Finally at 8 I am getting angry. In sheer frustration I bang on the window, grab the door handle and shake it. The door opens, the lights come on, and the TV comes on. I felt like a fool. Apparently, there was a timed lock, and everything else keyed off the door opening. I quickly moved beyond my anger and embarrassment, struggled to read the directions on the central pay system, and got the laundry started. Dave and Roy arrived soon, and we all had a good laugh. Fortunately, we still had plenty of time to get breakfast, finish drying the laundry, and get Dave to the train station.

The automated laundromat was only one of many impressive and surprising

examples of automation and technology in France. We rode a very quiet, clean, and pleasant subway in Lyon that had no drivers, door operators, or change makers. We rode the TGV train at speeds up to 173 mph, and there was only one conductor collecting tickets on a 20 car train. We bought tickets and made reservations on the TGV from a touch screen TV in the train station. Each stop on the quiet clean trolley in Grenoble had a TV screen showing how many minutes until the next two trolleys and each of the busses connecting at that station. And finally, we saw lots of automated toilet compartments on the sidewalks that chemically scrub and disinfect themselves after each use.

I say all this automation was surprising, because I always thought of France as a very socialized country with strong labor unions. I still don't know how they've worked out these apparent contradictions, but we were impressed and felt the U. S. could learn something from France.

**\$45**  
+\$2 postage  
per jersey

## CRW Club Jersey

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 waist, wider in the hips, and are slightly shorter.

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")



Name \_\_\_\_\_

Address \_\_\_\_\_

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

Phone \_\_\_\_\_

Email \_\_\_\_\_

Quantity \_\_\_\_\_

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

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

**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

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web at  
[www.crw.org](http://www.crw.org)  
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News

# Mad King Challenge

by Lenny Sullivan

(Ed: Lenny completed the challenge at Velo Vermont, July 2001)

**T**he Mad King Challenge is a century route option during CRW's Velo Vermont weekend. It climbs and descends 4 mountain gaps in central Vermont's Green Mountains. The route is not arrowed but cue sheets and mainly numbered routes keep you on course. The first climb is Appalachian Gap (2356ft). The 6 mile climb starts less than 4 miles from the start. At the start I was greeted with the sounds and smell of wood being cut at an old style sawmill. Near the top the road makes a sweeping 200 degree arc.

Internet research states it climbs 1600 in 6 miles with half of it the last 1.5 miles. At the top you get a great view of the Champlain Valley below. The descent at the top is steep with a twist. Careful braking and keeping speed in check is required with the warning from a local who rode that side. I would later find out there were motorcycle crashes both days that weekend on that descent. After the descent it was 6 miles to the next climb Lincoln Gap

(2424ft). Like all the gaps they start off tame slowing going up then 2-3 miles from the top they shot up steeper. Before Lincoln shot up there were about 2 miles of uphill dirt road to get past first where a woman was walking two unleashed dogs. She said good morning as she grabbed their collars and headed to her house. Then pavement again but I knew the top was coming since the grade of the road shot up. I could have used a great granny gear for this one! I heard this was the worst gap and it was the steepest pitch I ever biked on. The descent was steep as I watched a few other riders under duress pedal up that side. I stopped to let my rims cool before tubes blew then continued

down were the road again became dirt for a while before returning to pavement.

Lincoln Gap is closed during the winter and only the steep top and lower parts of each side where houses are have pavement. The worst climbs are over and now I have about 14 miles to ride to get to the next climb Middlebury Gap (2149ft). Fueled up at a local store and started the ascent. It is now late morning and it is getting hot and not much shade and more traffic than the first 2 gaps. Again great views at the top and a sign indicates

I just climbed a 12% grade and it was not as steep as the first 2 gaps. On the way down pass by Middlebury College and a large field with various colored Adirondack

chairs randomly placed. Further down a sign warns of a 15% grade and one lane ahead for bridge repairs. At the bottom it is now time for lunch and I get a sandwich, small apple pie and refill the water bottles again. It will be 13 miles now to the final climb of Brandon Gap (2170ft). Before getting there must travel for a while on Rt. 7 a busy road without shade but a wide shoulder. Along that road an awful odor appears. Up ahead is a large water tower type structure but short-

er in height. It is red and is labeled "Manure Bank". Could not get away from that fast enough. Off the main road and into to shade and quiet roads following the shores of Lake Dunmore. Pass many small beaches, docks, swimmers and BBQ's cooking. Was ready to jump in and eat but still have 45 miles and a gap ahead to complete. Could not imagine riding in sweaty lake clothes. Finally Brandon Gap and it was similar to Middlebury and at the top only 31 miles left to the inn. On this climb I meet up with a tandem couple who I kept seeing from time to time since the start of Middlebury. They were doing the same route and started at 1/2 hour before my 7:15am start. We are all almost out of water at the top and she asks a hiker if there is a store in Robinson 5 miles down. He is a local and tells us that was a town 100 years ago and is only a name on a map now. We must go to Rochester 10 miles away. However it is payback time and it almost all downhill the next 9 miles. We fuel up for the for the last 21 miles back. It is mostly flat except for a few miles of now minor climbing through Granville Gulf. After that climb it is 5-6 miles of flat to slightly downhill with a tailwind all the way back to the inn. It is over and it is 5:30pm. I have climbed 8200 feet according to the tandem couple's instrument. 10 1/4 hours for the trip with over 8 hours of the wheels spinning. Started off with \$15 on me and have a dollar and change left. I have never eaten, drank and rode/climbed for this distance or time before. The inn has a hot

tub, pool, cable TV with TDF coverage and CRW has a happy hour before the evening's dinner of which I partake in all of the above. At dinner I find out a handful of other NSC riders

did a more sane ride of only 2 gaps that day. The next day I do a 43 mile recovery ride with 2 climbs similar to a tough hill that could be found in central Mass. I feel great accomplishing the ride but don't believe it could be habit forming.

At the start I was greeted with the sounds and smell of wood being cut at an old style sawmill.

I could have used a great granny gear for this one! I heard this was the worst gap and it was the steepest pitch I ever biked on.



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# Cassandra's Riding Wisdom

Itching for advice but too embarrassed to scratch? E-mail your cycling life and love questions to [cassandra@crw.org](mailto:cassandra@crw.org)

Dear Cassandra:

I was wondering what ever happened with that reader who was looking for the guy with the green car. If she found him, maybe there's hope for me in my search.

Amy (rusty blue car)  
Chelmsford

Dear Amy,

Cassandra has received several responses for the rider in question, all of which have been forwarded on to our loyal reader. Inquiring minds - Cassandra's included - are eager to learn more should said loyal reader be inclined to write with an update.

Dear Cassandra,

My husband is an avid cyclist and I rarely see him on weekends, even in the winter. When I do see him, he is usually curled up with a cycling magazine or working on his bike. Short of stripping naked and mounting a bike myself, how can I get his attention.

Neglected in Natick

Dear Neglected,

With Valentine's Day around the corner, Cassandra hopes that cyclists take a break from their beloved bicycles and find time for their beloved bipeds.

Cassandra suggests one or more of the following gifts for attracting the attention of their cycling partners:

- Oils. Nothing beats a surprise gift, particularly one that can be applied in so many places. (Cassandra speaks here not of perfumed, massage oils but of those, unfortunately, closer to a cyclist's heart: chain lubes.)
- Silk. It smells better than polypro and its other manmade cousins come laundry time.

• Chocolate. The European kind with the map of what's in the box. These are for you: when hubby picks up another cycling article, go for the praline. As he layers lycra and fleece for another winter ride, truffles are best.

Attention Husband of Neglected in Natick,

While the role of domestique is an honored one in the peloton, it may not be one your spouse is eager to assume. You may want to spend every weekend on your bike, but in the interests of domestic tranquility, do see if you can involve your spouse. The ideal solution for a gear head such as yourself would be tandeming (of which Cassandra is fond), but failing that, you'll need to find some non-cycling activities you both can enjoy. If you need to ride more, try commuting. You may find after jousting with rush hour traffic all week on your bike you'll welcome a day off.



## 300th Saturday Morning Fitness Ride

January 11, 2003  
Newton, Massachusetts  
21 degrees

After the 300th consecutive Saturday Morning Fitness rides, ride leaders Mark Dionne and Dave McElwaine with the managers of the Starbucks in Needham that generously provided free coffee and food for the 30 riders who participated.

# Little Jack's Corner - by Jack Donohue



I have a bike for all seasons, and a bike for all reasons. Lest you get the wrong idea, I should explain that I deal in quantity, not quality. The

sum total value of my entire fleet would scarcely match that of one high end bike. But I've got a bike for every purpose. Like a golfer choosing the right iron for the stroke in question, I go down to the garage and choose the bike de jour.

My new Cannondale is a really nice bike, so I determined to not ride it in the rain if at all possible, and certainly not in the sand and salt season. It replaced my old Cannondale as my main summer weekend bike. So the old Cannondale got relegated to winter weekend bike, replacing the Romic which formerly occupied this position. The old Cannondale was my main bike for a number of years despite the fact that it was about two sizes too small for me and most of the moving parts either didn't or else moved in ways the manufacturer never intended. For some perverse reason, I still enjoy riding it, I guess after all these years I've sort of molded myself to it. The future of the Romic is in question, now that it has no *raison d'être*. The Romic being a steel frame, suffered from terminal rust. I considered dismantling it for parts, but then Cannondale One has a really skinny front wheel, and maybe it could still serve as a substitute winter weekend bike

when the roads were a bit icy. So I guess I'll keep it around for a while.

Then there's my touring bike. This like most of my bikes began as a frame and grew components. I had seen an ad in a British cycling club magazine for a fine Raleigh Gran Sport frame, for what seemed like a good price (even after converting pounds into real money). Besides, there was something attractive about getting the thing from the source, the mother country, as it were. Of course, what I didn't factor in was the fact that I would have to pay customs on the frame, so by the time I got done with this transatlantic transaction, it ended up costing about what I saw it on sale for at Belmont Wheelworks. It still is a nice frame, which is about the only good thing that could be said about the bike. The shifting doesn't work very well, and both wheels have spokes that are largely composed of rust. The last time I actually used it for touring, I determined experimentally that it is possible to ride a fully loaded touring bike with three broken spokes (twice). Also, the chances of my ever going touring again are remote, and even if I did, would most likely be on the tandem. But you never know, so it, too, retains its position on the hook in the ceiling of the garage.

There's my commuting bikes. A long time ago I determined I needed multiple commuting bikes, since if one broke down and I didn't feel like fixing it immediately, I still needed something to ride the next day. For a while, I had three commuting bikes, and the rule of thumb was that N-1 of them could be broken at any given time. Somewhere around 1987,

I got wind of the newly invented mountain bike, and decided I might be able to reduce the number of winter FDGB's by acquiring one of these. So we added the Novara as the Winter Commuting Bike to the stable. The mountain bike was a bit of a bear to ride and seemed like a bit of overkill on the merely mildly snowy days, so I eventually acquired the Proflex, which was to become the light duty winter commuting bike.

So, I already have two mountain bikes, and I don't even do that sort of thing, and I was prevailed upon to buy yet another mountain bike for our trip to Moab, since the Novara was deemed unworthy, having no suspension, shifters and brakes that barely moved, and wheels that had thoroughly rusted after sitting with a coating of salt after the first season.

So we've got two summer commuting bikes, two winter commuting bikes, a mountain bike, a touring bike, and three road bikes, and we haven't even gotten to the tandems yet.

We got the Santana tandem around 1990, and it served us well, being a rock steady beast in the early days when we were learning how to ride together. But in my heart I lusted for a Cannondale tandem, and we eventually got a good deal on a used one, which was actually older than our Santana, but due to the fact of not having been owned by me, in much better shape.

So we're up to eleven bikes, plus Susan's mountain and road bike. Say, that makes thirteen, an unlucky number. Looks like its time for another one.

## CLASSIFIED ADS

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

### FOR SALE

Rollers, made in Italy. The name on this set is "G. Bettuzzi - BREV", comes with a small fan called "Racer Mate". Asking \$60.00. Contact Jamie King at [jamie\\_e\\_king@charter.net](mailto:jamie_e_king@charter.net) or call 978-448-0533.

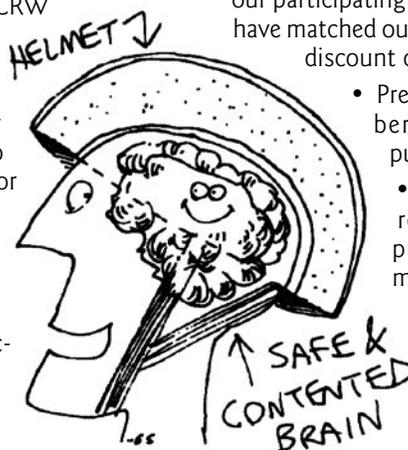
### FOR SALE

Quantum L Roller blades, men's size 8 1/2, four wheels (description at <http://www.ptownlib.com/capetip/quantl.html>). Like new, used them only twice. Paid \$188 for them. Also, shin pads, elbow pads, and wrist pads (paid \$45). Make a reasonable offer and they could be yours. Susan Grieb, 781-275-3991 or [slgrieb@attbi.com](mailto:slgrieb@attbi.com).

## CRW Helmet Rebate Program

If you are a CRW member, CRW will send you a check for \$5.00 when you buy a helmet. It doesn't have to be the first one you ever bought--we just want to make it as easy as possible for everyone to own a good helmet. It can save your life.

- The helmet must be CPSC approved.
- Some brand or style restrictions may apply.
- You must have a current membership in the CRW.
- It must be purchased from one of



our participating bike shops. Many shops have matched our offer with an additional discount of their own.

- Present your CRW Membership card at time of purchase.
- Send your original receipt and proof of purchase from the helmet box, along with a stamped, self-addressed envelope to:  
Don Blake  
1 Gleason Rd.  
Bedford, MA. 01730

# December Mileage Totals

2	5	1	5	1	1
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Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Melinda Lyon	15868	9	7	6	Glenn Ketterle	4366	-	-	-	Cynthia Zabin	1222	-	-	-
Gerald Goode	13260	-	-	-	Nick Linsky	4305	4	2	-	Harry Wolf	1214	-	-	-
Robin Schulman	12514	7	7	6	Gary Smiley	4003	3	1	-	Greg Lee	1094	-	-	-
Bruce Ingle	10959	8	6	5	Marc Baskin	3810	-	-	-	Lyn Rodger	1064	1	-	-
Jack Donohue	10294	-	-	-	Doug Cohen	3764	3	1	-	Phyllis Mays	1022	-	-	-
Tod Rodger	9181	11	7	5	Jerry Green	3502	5	1	-	Elisse Ghitelman	996	-	-	-
Paul Corriveau	8831	8	5	4	Butch Pemstein	3378	-	-	-	John Loring	962	-	-	-
Jean Orser	8460	9	4	2	Joseph Tavilla	3312	3	1	-	Greg Tutunjian	930	-	-	-
Don MacFarlane	8045	6	2	-	Joel Parks	3181	-	-	-	Jeff Luxenberg	623	-	-	-
Mike Kerrigan	6552	2	4	3	Bill Hanson	3038	1	-	-	Emily Wean	607	2	-	-
Jerry Campbell	6475	-	-	-	Ed Hoffer	2838	-	-	-	Jamie King	575	-	-	-
Richard Dweck	6288	7	5	-	Ken Hjulstrom	2658	-	-	-	Jared Luxenberg	150	-	-	-
Dick Arsenaault	6031	4	1	-	Jim Broughton	2501	-	-	-	Tracey Ingle	134	-	-	-
Ken Hablow	6010	10	3	-	Rich Whalen	2449	3	2	-	Jacob Allen	114	-	-	-
Peter Brooks	5944	9	6	-	Dan Pratt	2353	6	-	-	Sara Luxenberg	8	-	-	-
Bill Widnall	5898	12	12	-	Ted Hamann	2320	-	-	-					
Irving Kurki	5803	7	3	-	Elaine Stansfield	2203	1	1	-					
Bruce Gelin	5703	8	1	-	Jim Goldman	2015	1	-	-					
David Wean	5528	4	-	-	Cynthia Snow	1800	1	-	-					
Peter Knox	5294	3	6	1	John Allen	1658	-	-	-					
Joe Repole	5025	12	12	-	John Kane	1539	-	-	-					
Bob Sawyer	5016	-	-	-	John Springfield	1392	3	3	-					
Dave Jordan	4427	-	-	-	Mike Hanauer	1261	-	-	-					

## Mileage Table Explained

Miles are year-to-date totals. The M column indicates the number of months the rider reported completing a metric century. The C column shows the number of months with a hundred mile century, and the K column is the number of months with 1000 or more miles.

Report mileage by the fifth of each month to: Jamie King (jamie\_e\_king@charter.net or 978-448-0533).

## Babz Bike Bits "Winter Wanderings"

by Barbara Clough

random snow piles and ice patches and I thought this probably wasn't one of our most brilliant ideas. Finally he suggested we go on some less traveled roads - who cared if we had to turn 27 more corners - we weren't actually going anywhere anyway. We chatted as he ran and I biked - about 15 year old boy things - girl kissing, smoking pot, school work, what you want to be when you grow up. The next day was the day he had to leave. I had two doctors' appointments that soon came to naught when I went out to my car only to find it was frozen shut! We'd come home in the rain from the movies the other night and my old convertible was protesting.

So I cancelled my appointments and suggested instead that we start stripping down my bike - save the mechanics from having to do it and save me the money. He kept wanting to save things from the bike, as I brazenly snapped through cables and tore off old foamy handlebar stuff. We talked about things that were worth saving - old beautiful things that were irreplaceable. And we talked about junk - things that were never really

worth having in the first place. I showed him how to spin a pedal off of the crank, and how to hold the brake grip down so you could see inside the handlebar to unscrew the clamp. All I could think of was how beautiful it would look with new wheels, new handlebar tape, a fixed gear, shiny new brakes. All he could see was that I was tearing apart what appeared to him to be a perfectly good bike. He asked if he could have the tires and I said no. "They're bald and old and I'll buy you a new pair," I said "Is there anything on the bike worth keeping?," he wanted to know. I thought for a minute. The memory of riding along the Charles on my way to work, the only free moment in a day filled with the worry and stress of a spouse who was dying and a job I hated that had great health insurance. I thought about the first time I did the American Lung Association Autumn Bike Trek and how much fun I had, and the hope that I found in the people I saw riding with oxygen. I remembered being too distraught the next year, my husband only two months gone, and I, unable to wear makeup because I cried it off by noon.

I liked the thought that my bike was getting a new life. That the memories stayed and it was reincarnated as something fresh and new and whole. Much like us.

I went out cycling in the snow the other day. My 15 year old nephew was in town and we'd done the First Night thing in downtown Boston, and he was insistent about going out for a little while the next day. So he ran and I biked, and it was quite a comedy of errors.

I've only been living in my area for a few months, so I find that I don't really know all the best routes to travel, especially when the snow's been plowed two feet high and frozen that way. And I'll admit to not doing much cycling this winter. My freelance work has been taking off and trying to get a new condo in order has been time consuming. But it was New Year's Day, and it seemed like a lovely way to start the year since I wasn't going to do a 5K - the other plan. Besides, this might be the last ride I ever took on this bike as it was now, since it was soon to be stripped down and turned into my fixed gear.

We started off with him leading the way at a slow jog, but that made me too antsy, so we switched places because then I could pedal at a reasonable speed. The ride was treacherous, and I wanted to be on two feet because my two wheels were feeling a tad slippery. The road was too narrow to go abreast, but I didn't like him running with the traffic behind him, and then there were

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333 Newbury St., Boston (617) 247-2336
- Belmont Wheelworks**  
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- Bicycle Bill**  
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- Bicycle Exchange at Porter Square**  
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351 Broadway, Cambridge (617) 868-3392
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25 Bessom St., Marblehead (781) 631-1570
- National Ski and Bike**  
102 Washington St., So. Attleboro (508) 761-4500
- Northeast Bicycles**  
102 Broadway, Rt. 1, Saugus (781) 233-2664

- Pro Cycles**  
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722 N. Main St., Brockton (508) 586-6394
- Two For The Road**  
Georgetown Plaza, Georgetown (978) 352-7343
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Charles River Wheelmen  
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Bedford, MA 01730

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

- acknowledge, agree and represent that I understand the nature of bicycling activities and that I am qualified to participate in such activities; I further acknowledge that the Activities will be conducted over public roads and facilities open to the public during the Activities and upon which hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the activity;
- fully understand that: (a) Bicycling activities involve risks and dangers of serious bodily injury, including permanent disability, paralysis and the risk of death; (b) these risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the Activities, the conditions in which the activities take place; or the negligence of the other participants designated below; (c) there may be other risks and social or economic losses either not known to me or not readily foreseeable at the time; and I fully accept and assume all such risks and all responsibility for losses, costs, and damages I incur as a result of my participation in the Activities;
- herby release, discharge, covenant not to sue, and agree to indemnify and save and hold harmless CRW, their representatives, administrators, directors, agents, and employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of premises on which the Activities take place (each considered one of the participants herein) from all liability, claims, demands, losses, or damages on my account caused or alleged to be caused in whole or in part by the negligence of the participants or otherwise, including negligent rescue operations.

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

Date \_\_\_\_\_ Date of Birth \_\_\_\_\_

Signature(s) \_\_\_\_\_

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

Phone (eve.) \_\_\_\_\_ (day) \_\_\_\_\_

e-mail \_\_\_\_\_

We sometimes allow bicycle-related companies the use of our membership list.

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

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

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

PAPER via Postal Service  ELECTRONIC via email

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

CRW Membership Fees	1 year	2 years	3 years	Additional contributions to CRW (\$1, \$5, ...) are greatly appreciated!
Individual	\$20	\$38	\$55	
Household	\$25	\$48	\$70	

**Make check or money order payable to Charles River Wheelmen and send completed form and membership fees to Linda Nelson, 65 Hillside Ave, West Newton, MA 02465.**

I'd like to help with the activities checked below. Please have someone contact me:

- Ride Leader  Publicity  Legislative Action
- Safety  Membership  Newsletter
- Host a post-ride party  Special Events
- Other \_\_\_\_\_



### Renewal or Change of Address?

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