


Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXVII, Number 3 · March, 2003

10,000th Rider Contest

Win a Wheelset from Cycle Loft!

by Dave McElwaine

Bicycling Magazine calls it "One of Eight Great Club Rides". The Saturday Fitness Ride keeps passing new milestones. On January 11th we celebrated our 300th consecutive ride as thirty riders enthusiastically completed the ride in 21-degree temperatures.

Starbucks (Needham) graciously hosted a celebration after the ride and awards were made to distinguished riders. These included "Comeback Rider of the Year" for Walter Page (hip replacement), "Most Miles" for Coleman Rogers, and "Best Attendance" to Peter Cole for the second straight year.

For pictures and Fred Kresse's (entertaining) Report: www.trailwatch.net/300A

The Saturday Fitness Ride started in October of 1995. It has grown steadily over the years, reflecting the membership's interest in this type of group ride. In a nutshell, a Fitness Ride is for intermediate and above riders who enjoy pacy riding, and who ride to get a good workout. As incredible as it may seem, Mark Dionne has kept meticulous attendance records since the beginning! 2002 was our busiest year ever, and June broke the record for most riders at 270. The following numbers tell the story.

1995	1996	1997	1998	1999	2000	2001	2002
79	745	992	1029	1467	1525	1687	2039

Total attendance through the end of last year is 9,563 riders! It is a number that shocks me even though I witnessed it. Sometime in the coming months the ride will see it's 10,000th rider so Mark and I have cooked up something special.

The Contest

Our friends at *Cycle Loft* have offered us a set of Bontrager Race X-Lite wheels as a prize for the 10,000th rider. These wheels retail for \$699 and feature welded, machined rims, Swiss hubs, 20 hole front, 24 hole rear, bladed spokes, and titanium skewers. *Cycle Loft* already sponsors the entire EFTA Race Series and the Northeast Bicycle Club (to which many CRW members belong). Now you can add the CRW Saturday Fitness Ride to that list.

The Rules are Simple

1. Only verified CRW club members are eligible to win.
2. Riders will be counted as they arrive at Nahanton Park, whether on bike or in a car.
3. Ten "Finalists" will be invited to a Starbucks Awards Ceremony at a future date.
4. You must be present at the ceremony to win the wheels.

Only Mark and I will know on what date the 10,000th rider will ride (and we are not eligible to win the prize). Anthony Laskaris from *Cycle Loft* will be on hand at Starbucks to make the presentation.

So, if you want to win some VERY fast wheels, come join us at 8:30 on Saturday mornings! We now offer 19, 28, 42, 50, and 62 mile marked loops. Just show up year-round and you will have others to ride with.

Hey...9,563 riders can't be wrong!

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Volunteers Needed for Boston Bicycle Show

Be a part of the first Boston Bicycle Show April 4-6! You can even get in FREE! CRW will have a booth and we are looking for volunteers to help out. There will be many bike vendors, lots of events going on, and wonderful people to meet. For more info on the show, visit: www.bicycleshows.us Volunteer at the CRW booth and get into the show for FREE. For more info on volunteering, contact our newest Board Member, Jackie Grocer, jackie@attbi.com or 508-381-1529.

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. 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

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Executive Vice President	Barry Nelson	617-964-5727
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Vice President of Publications	Ken Hablow	781-647-0233
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	Larissa Hordynsky	617-527-5620
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Information	Ann-Marie Starck	508-877-0178
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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

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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

February 4, 2003



In Attendance: Bill Widnall, Barry Nelson, Tod Rodger, Don Blake, Jackie Grocer, Connie Farb, Rich Fields, Steve Mashl, Rita Long, Don Foster, Cindy Sragg, Jack Donohue

MEMBERSHIP (Barry Nelson for Linda Nelson)

Current memberships: 996

Current members: 1186

Retired: 8

New members: 6

Renewed members: 4

FINANCIAL REVIEW OF 2002 (Tod Rodger)

Several items worth noting:

(1) The committees didn't spend the money budgeted this past year

(2) The Fall century showed a significant loss, due to bad weather and poor turnout

(3) Production cost of Wheelpeople was reduced since a significant amount of people are opting to get the newsletter electronically.

Tod suggested that we have a general discussion at the next meeting about improvements that could be made to our present accounting system.

REVIEW OF 2003 BUDGET (Tod Rodger)

Jack Donohue made a motion to increase the committees' budget from \$500 for all three committees (Volunteer, Social, and Century) to \$500 each (i.e., \$1,500 total). Although committees did not spend the money allotted this year, the club wants to encourage innovation, and this gives the committees the option to implement new ideas without asking the board for funds. The Board voted to pass the motion.

Jack noted that although we have nine sponsors on the website, we've only collected \$250. Don Blake said he was in the process of sending notices to the delinquents asking them to pay or we would have to pull their ads.

Jack made a motion that we budget some money under website for the Webmaster to purchase some new software. The Board voted to pass the motion.

Bill Widnall suggested that the registration fee of Climb to the Clouds be increased closer to the fees charged for the other centuries, so

as to make all the centuries fundraisers. Tod agreed and felt in general that we should link the profit from centuries to bicycle advocacy. Bill made a motion that the pricing policy on our three centuries be for each century to make a profit so as to increase the club revenue available for advocacy grants and other worthwhile expenditures.

The motion passed.

RIDES CALENDAR (Connie Farb)

The Rides Committee will be meeting next Monday. There are still gaps in the April rides calendar. Barry offered to lead a ride on Saturday, April 5th.

Steve Mashl offered to lead a ride on Saturday, May 3rd. We discussed the possibility of offering "show and go" rides to fill empty Saturdays, in which the previous Sunday ride would be the following Saturday's ride since it would already be arrowed.

Barry had a good turnout (30 people) for his annual Ride Leader's Party, and people either had fun or pretended convincingly.

REVIEW OF RIDE LEADER POLICIES (Tod Rodger and Connie Farb)

Several changes to the Ride Leader Guidelines had been proposed by the Rides Committee and were discussed.

Arrowing - The Rides Committee has proposed a policy of "April/November arrowing encouraged - not mandated." Some at the meeting felt strongly that April rides should be arrowed. Arrowed rides are what draw new members to the club, and if the early riding season starts off with non-arrowed rides, it makes a poor impression. Others pointed out that arrowing for April rides often takes place in March which can be very cold, with snow, sand, potholes, etc. that places an unfair burden on Ride Leaders.

Sweeping - The expectation that every single ride will be swept and every ride participant accounted for is an unrealistic, and will not be required.

The proposed policy of limiting groups to no more than 6-8 people is unenforceable. The

wording of the policy will be changed to say ride leaders will suggest limiting groups size rather than requiring it.

Ride Leaders, despite the title, should be thought more of as Ride

Organizers, since they really cannot/do not lead each of the routes on a particular ride.

Rita suggested that the Rides Committee consider a policy in which no announcements be made at a ride start about rides that conflict with major CRW events.

BOSTON BIKE SHOW (Jackie Grocer)

In exchange for publicizing the event in the next issue of Wheelpeople, CRW is being offered a free booth at Boston Bike Show, taking place on April 4th, 5th, 6th at the Boston Cyclorama. Jackie Grocer volunteered in December to staff the booth and will also be putting an ad in the next issue of Wheelpeople soliciting volunteers to help man the booth. As an incentive, anyone who volunteers to help Jackie gets free admission to the event.

MISCELLANEOUS ISSUES

John Vanderpoel, a long time CRW member, is moving out of his home and has offered to donate his cycling gear, consisting of several drawers of parts and four bikes to the club. Rich Fields offered to store the bike parts at his home, but doesn't have room for the bikes. Several members suggested that we pick up the bike frames and donate them to Bikes Not Bombs or a similar charitable organization.

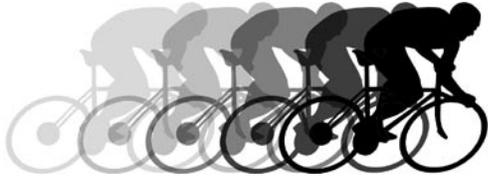
Lynne Tolman of Seven Hills Wheelmen has solicited CRW to put an ad in a booklet for a Major Taylor Fundraiser. It was decided not to place the ad but we will be publicizing the ride in Wheelpeople.

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

Respectfully submitted,

Cindy Sragg

Board Member/Club Secretary



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

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

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!)

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.bikexpert.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@bikexpert.com. Thank you.

Computer projector needed for CRW event

by John S. Allen

I have agreed to give show about my travels last summer to Taiwan and Korea. Barry Nelson has agreed to host his event at his home in West Newton, probably on a Friday night in April. But we need a computer projector, as I have prepared the show in PowerPoint. If you have a projector you can lend or can bring to the presentation, please contact me by phone at 781-891-9307, or e-mail jsallen@bikexpert.com.



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.

Bare Natick

Sunday - March 2

Times: 10:30 AM

Ride Type: Map and/or Cue Sheet

Leaders: Eric Ferioli (781-235-4762)

Highlights: Route goes to the southwest through Dover, Medfield, Millis, and Sherborn.

Start: Natick Common, at the intersection of Rt. 135 and Rt. 27.

Whitehall Whiteout

Sunday - March 9

Times and Routes: 10:30 AM, 34 miles w. 24 mile option

Ride Type: Cue Sheet/Map

Leaders: Fred Mueller (508-485-7476)
<fmuellet@charter.net>

Highlights: Starting from Framingham Center Common we will pass through the centers of Ashland, Hopkinton, and Southboro on mostly back roads including a loop around beautiful Whitehall reservoir. A few hills will keep the engine warm. Every town center features a venerable spot to stop and warm the toes or get a bite to eat.

Start: Old Framingham Town Hall @ Framingham Center Common (this is not the current Town Hall near the Commuter Rail downtown)

Directions: from Boston: MA Pike to exit 13, 2 miles on rt 30 w. to rt 9 w., 1 mi. to "Framingham/Southboro Rt 30" (green sign) ramp, r. on Edgell Rd, 300 ft. to left @ Old Town Hall/Common SS. Fr. West: MA Pike to exit 12, rt. 9 e. 2 mi. to "Main St./Edgell Rd." (green sign) ramp, l. on Edgell/Main St., 500 ft. to left at Old Town Hall/Common

Temperature Dependent route

Sunday - March 16

Times and Routes: 1:15 for 21, 27 or 50 miles depending on the temperature.

Ride Type: Cue sheet and map

Leaders: Barry and Linda Nelson (617-964-

5727) BarryNelson@alum.MIT.edu

Highlights: If the temperature is below 21, we will tour the city of Newton for 21 miles. Between 21 and 27, we will ride out to Lincoln for 27 miles. Above 27, there will be a ride to Concord for 50 miles.

Start: Auburndale commuter rail station parking lot. Urban members without cars can take the commuter rail from South Station (train #557), arriving at the Auburndale stop at 1:04. See http://www.mbta.com/traveling_t/schedules_commuterrail_sched.asp?sched_day=Sunday&line=framingham&sched_type=Outbound&x=51&y=6

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

The Great White Metrowest

Sunday - March 23

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 30

Times and Routes: 10:30 for approximately 26 & 17 miles. Mostly rolling with three steep climbs that are very short.

Ride Type: Cue sheet

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

Highlights: The routes travel the serene and charming back roads in Dover and Sherborn that have light auto traffic. The lunch stop is C&L Frosty in Sherborn(no rest room).

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 turn left onto Junction St., 2.5 miles total from the Mobil station. The High School and parking lot will be on your right.

CRW Trips

MDDM 2003 - 19th Annual Memorial Day Dash to Montreal

May 22-26, 2003

MDDM 2003 - 19th Annual edition of a classic international tour. 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 (2-person rooms available). Saturday & Sunday are free days with many options - cycling, cultural and otherwise. Monday ride ~75 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! \$170 trip fee includes 4 nights lodging, 4 meals, sag support, tour T-shirt and extensive tour literature. Call for info or to register. This is a Charles River Wheelmen (www.crw.org) tour. Leader: Charles Hansen H: (617) 734-0720 W: (617) 572-0277 Email: velotrain@peoplepc.com

Hanging In Honor Roll for 2002

To qualify, you must have sent in your mileage continuously for the last five years or more.

Name	Years	Average	Total	Name	Years	Average	Total
Melinda Lyon	18	15527	279490	Jeff Luxenberg	22	2074	45626
Jack Donohue	21	10187	213925	Irving Kurki	8	4806	38446
Jerry Campbell	17	7503	127559	John Allen	15	2446	36687
Robin Schulman	15	7555	113331	Elisse Ghitelman	15	2333	34992
Ed Trumbull	23	4926	113304	Susan Grieb	17	1882	31993
Paul Corriveau	12	9125	109500	Doug Cohen	8	3990	31922
Gerald Goode	12	8529	102353	David Wean	6	5219	31314
Jamie King	19	4987	94761	Dick Arsenault	5	5351	26756
David Jordan	13	7099	92286	Bill Widnall	5	5298	26491
Glenn Ketterle	15	6068	91018	John Springfield	23	1128	25946
Mike Kerrigan	9	9757	87812	Jim Goldman	8	2886	23088
Ken Hablow	12	7224	86692	Ted Hamann	6	3237	19421
Joseph Repole	17	4878	82920	Marc Baskin	5	3586	17932
Bob Sawyer	16	5180	82882	Bill Hanson	6	2660	15957
Peter Knox	11	7532	82850	Harry Wolf	9	1653	14880
Jim Broughton	21	3656	76773	John Loring	9	938	8445
Bruce Ingle	8	9016	72126	Phyllis Mays	6	1068	6410
Michael Hanauer	21	3057	64190	Tracey Ingle	8	723	5783
Jean Orser	8	7946	63564	Jared Luxenberg	16	222	3553
Edward Hoffer	13	4752	61770	Jacob Allen	10	285	2854
Kenneth Hjulstrom	16	3742	59876	Sara Luxenberg	10	84	836
Peter Brooks	11	5222	57446	Total			2684952
John Kane	23	2047	47073	Average	13	5370	

Well its that time of year again for those of us on the hanging in list. When you first look at the numbers (2,684,952) you have to say to your self "WOW" that's a lot of miles, I'd like to see a Volvo do that. I wish I could say that for myself, I am still hanging in though I feel lately like I have been hanging out, miles are down and weight is up. I may not be the only one thinking that way. I also see I am the next in line to break the 100,000-mile barrier but Dave Jordan may have something to say about that. In closing I have to give Ed Trumbull a hearty thank for all the years of dedication to the club and to this list. Some may think it's an ego thing to keep track and post your mileage monthly, I look at it as keeping track of the milestone that you pass in life, I have a lot of friends and fond memories to go with every mile I have posted. And Ed has been there with every one of them.

Jamie

Thanks and safe riding always, the new mileage man can be reached at jamie_e_king@charter.net.

\$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: M (36-39"), L (39-43"), XL (43-45")

Women's: M (36-39"), L (39-43")

Name _____

AddAddress _____

City, State, Zip _____

Phone _____

Email _____

Quantity _____

Size(s) _____

Total \$ _____

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Connie Farb, 11 Roberts Road Cambridge, MA 02138

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

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crw.org
Click on
News**

Hills

by **Tod Rodger**

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

I love hills. Anyone who has ever ridden with me knows I am crazy-about hills. Riding in flat country is boring. Riding down hills is exciting.

Riding up hills provides great exercise, a sense of accomplishment, and time to enjoy the great views. One of the myths of cycling is that hills are hard.

That's nonsense;
that's why
gear-

ing
was invented.

The most beautiful countryside is in the hills, or even better, in the mountains!

When we were planning our bike trip to France, I especially wanted to go to the southeastern part of the country. Pictures I had seen and reports I had heard suggested it is hilly, lightly visited, and dramatically beautiful. We planned the trip carefully to start out in the relatively easy rolling hills of the Ardeche, move across Provence to the more interesting hills above the Cote d'Azur, and finish up in the Alps along the Italian border. Having ridden in the Alps before, I knew what to expect. I was never sure my partners had the same understanding.

We hit our first real hill on the afternoon of the second day-- a 700 meter climb to Lalouvesc. To put this in perspective, this is like climbing from Littleton Depot to the Harvard Observatory 6 times-- with about 30 pounds of gear on our bikes. This was in addition to 500 meters climbed in the morning-- or another 4 "Observatories." It was gorgeous riding up a quiet road in a lush valley, and our first experience with switchbacks. The photographers in the group took lots of pictures-- maybe because it was so beautiful, or maybe because it provided an opportunity to pause.

We reached the town of Lalouvesc on the saddle between two hills and found it crowded with hundreds of cars, people, and cyclists with numbers. As we struggled to walk through town, the cyclists kept coming, hundreds more. It seemed strange, but they didn't seem to be racing. By talking with several people, we were finally able to piece together that this was the end of the Ardechoise, a one day race of 125 miles, 4,000

meters of climbing (40 "Observatories"), and 7,000 racers. It's their version of the Boston Marathon, and most riders do it just for the accomplishment and the joy of participating. We also discovered there are several races like this each weekend in different parts of France. I wondered if I was born in the wrong country. At 3:15 it seemed too early to quit for the day, but we were tired and there was a nice campground in this pretty town full of cyclists. We slept well.

Our biggest hill came near the end of the trip, a 1,650 meter climb over the Col de la Bonette, the highest road pass in Europe. Only a few days before this did we realize that the route we had selected north from Nice along the Italian border is known as the "Route of the Grand Cols." We had heard stories of recent snow storms on "la Bonette," and we were also concerned about the possible effects of altitude sickness. Although I had ridden up to higher altitudes in Colorado, it was after many days of acclimatization. We had been at sea level in Nice the day before and were headed for 2,800 meters (9800 feet).

The weather was beautiful for la Bonette, although it was cold and windy near the top. It was a long slow climb up more switchbacks than we could count, and the views out to the Italian Alps were spectacular. Traffic was very light on this small remote road, although we saw many other cyclists. We stopped for some quick pictures at the top and then hurried down the other side until we found some shelter from the wind for a lunch stop. It took about five hours to climb, but little more than an hour to descend to Jausier on the other side.

We were feeling happy and proud to have conquered Europe's highest pass.

Little did we know how lucky we had been, and how the worst was just ahead. The next morning we started out in light rain to go over the smaller Col du Vars at a mere 2,100 meters. As we left the last town of St. Paul about half way up, the rain stopped, and we were feeling lucky again. But the rain started again, and it got colder and wetter as we neared the top. By the time we reached the restaurant at the top, we were very cold and wet. Our hands were the worst, for this was the first trip I had not brought lightweight gloves for emergency. A big cup of thick black coffee helped, as did the heat inside. The

husband and wife owners seemed used to crazy cyclists and the weather. They hardly even noticed that the rain had turned to snow, but we sure did! This was July 2.

We stalled as long as we could, but the snow kept coming. As we were leaving wearing everything we had, including socks on our hands, a pair of British cyclists arrived wearing shorts and light jackets, took our picture, and then stepped inside for a cup of tea.

We headed downhill at a pitifully slow pace. It was not fun. We

couldn't enjoy any view, we were painfully cold and wet, and the brakes barely worked on the wet wheels and road. Fortunately, the snow was not sticking to the road. After a couple of miles we stopped in a video arcade in the ski village of Vars. I was shivering uncontrollably, and it took about 30 minutes to stop.

We considered finding a hotel in the village, but we really wanted to get down to lower elevations where we knew it would be at least warmer, if not drier. We decided to run for the next village in a few miles, and it did indeed start to warm up as we descended and we kept going. By the time we reached Guillestre, it was much warmer and raining less. We found a delightful hotel, soaked in a warm tub, did laundry, had a fantastic dinner, and felt much better.

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Cycling and Cruising in the Caribbean

by Peggy & Bruce Gelin

Tired of trying to ride through the slush and chill of dreary New England winters, we looked around for bicycling opportunities in warm places and found an organization called "Bike and Cruise" in *Bicycling* magazine. We were initially put off by the idea of a cruise ship with 2000 passengers but decided that the cycling itinerary and a group of fellow cyclists would provide insulation from any drawbacks this form of transportation and vacationing might have. Little could we know how unfounded our concerns were, although it would have been nice if some of the more ample passengers had kept more of their clothes on while onboard.

The cruise left from San Juan the last Sunday in January when temperatures were in the single

digits in Boston and over 80 there. What followed was a week not only of golden sun, warm turquoise waters and lush island greenery, but also of excellent food, friendly service and quality entertainment. The first day was spent at sea with pools and hot tubs, a spa, exercise and aerobic rooms, numerous bars, a casino, and several restaurants and buffets to fill the time and our stomachs.

Our first stop and ride was on St. Lucia in the southern Caribbean. Like all of the islands we visited, most of the citizens were of African heritage, and the European influences were a mixture of French and English with driving on the left. From port, we took an overland route, complete with police escort for safety, to picturesque Rodney Bay. Overland, in this case, included some of the steepest hills we have ever ridden, easily 15 to 20% grades. Since there is never any snow or ice, the roads run right up the sides of the volcanoes on these islands. We had lunch and a swim at a park on the beach and then returned to port along the coast over less hilly terrain.

Barbados was our second stop and the most English of the islands we visited. After some confusion meeting up with the local guides and loading our bikes, lunches and selves onto vans and trucks, we got a lift uphill and out of town to the start of our ride. This ride went over a variety of terrain including some off-road trails to the ruins of a once grand plantation overlooking the sea. From there,

we rode down to the coast for lunch, a dip, and refreshments, the last on the covered veranda of a local restaurant on the water. The day ended with a lift back to port to avoid the afternoon traffic in town.

Our third ride was on Dominica, a mountainous and still largely forested island (unlike many in the Caribbean) which has hot sulfur springs, suggesting the possibility of future volcanic activity. The mountains behind the port were so steep that, from the ship, we were unable to identify a road that looked

bikeable. As a result, we were relieved when we got a lift to over 2000 feet. Our mostly downhill ride passed through numerous showers, the rainforest and fruit farms (yes, we stopped to sample the goods) to

a river where we stopped for lunch and a dip. After lunch, we continued down to the coast and then along the coast on rolling terrain back to port.

Our fourth stop and final ride was on St. Kitts which, combined with the island of Nevis, is still a British dependency, unlike our previous ports of call which were all independent countries. Here, we rode all the way around the island since it was rather small. We did some more off road riding through fields of sugar cane which is still an important crop on the island, although highly subsidized due to the low price of sugar. The riding here was much easier since we stayed along the coast instead of going up into the mountains.

Our fifth and final stop was at St. Thomas in the U. S. Virgin Islands, shopping mecca of the Caribbean. Since we were not interested in shopping, we took the ferry over to the island of St. John for swimming and snorkeling in the U. S. national park. Three quarters of St. John is parkland which was acquired by the Rockefellers and then donated to the government for the creation of a national park.

Returning to San Juan and having to leave the ship, deal with airport red tape, and eat airplane food was a cruel shock in contrast to the pampered existence and fantasy vacation that we had enjoyed on the cruise ship. It was a great way to travel and see the islands, and we highly recommend it to anyone who wants a break from Boston winter weather and enjoys laid back "pork and pedal" cycling. The rides varied from 15 to 35 miles leaving time in the afternoons for sightseeing and shopping in the different ports of call. The group of about 20 riders always stayed together with faster riders having extra time to gossip and work on their suntans at the top of the more difficult climbs. Local guides planned and led all the rides so that they were safe and interesting; they also proved to be good sources of information on local history, culture, ecology and other topics of interest. You can bring your own bike if you do not mind getting sand and salt all over it, or you can rent mountain bikes from Bike and Cruise. Our cruise ship, the Norwegian Sky, was so big that you only had to do three and a half laps around the promenade deck to walk or jog a mile. It was like a giant floating hotel with a spectacular central atrium running from the fifth to the eleventh level. Four elevators provided views down into

the atrium as you ascended or descended. Our cabin was comfortable, bright, roomy for a ship, and best of all, stocked with a cold bottle

The rides varied from 15 to 35 miles leaving time in the afternoons for sightseeing and shopping in the different ports of call.

of champagne on our arrival. Airlines, are you listening? Norwegian Cruise Lines (www.ncl.com), the owner of the ship, has implemented a concept they call "Freestyle Cruising" which means that you do not have a fixed table and time for dinner every night. Instead, you eat whenever you want, alone or with whomever you want, in the two main dining rooms or one of several buffets. You can also reserve a table in one of three "specialty" restaurants (French, Italian, and Asian-fusion) that charge a small cover. Aside from alcoholic beverages, all meals are included, a great value. And the food was that of a fine restaurant (the executive chef was the White House chef during the Rea-

gan years), and the service was provided by cheerful young people from all over the world.

While not part of the cruise, San Juan is also worth a visit, and we arrived a couple days before the cruise so that we would have time to explore. We were pleased to find that the taxi service to and from the airport was on a flat fare basis and that the cab drivers there, unlike here, spoke English since most of them had lived and worked up here for many years before retiring back to Puerto Rico. We spend a whole day just walking around Old San Juan and learning about its 500 year history. We also took a day long excursion to El Yunque, the only tropical rain forest in the U.S. National Forest System, although in retrospect, Dominica's rainforest appeared much larger and healthier.

Bike and Cruise was first organized by Linda Black as a one-time getaway for her bike club in Oregon. It's still her hobby - not really a full-time business - and she now runs tours in the Caribbean, Hawaii, and Alaska. Costs of the cruise and the biking are separate, so a couple with only one cyclist can go, and the non-cyclist can stay onboard or sign up for shore excursions available through the cruise line. For more details about our trip, contact us at bgelin@cambridgesoft.com. Bike and Cruise can be reached at P.O. Box 3256, Gresham, OR 97030, telephone 503-667-4053, or www.bikeandcruise.com.

Race Across America (RAAM) 2003 Update

Have you ever wondered how far you can push yourself physically and mentally? Well we have prepared just the opportunity for you. Race Across America (RAAM) - the World's toughest endurance bicycle race begins this year (new route) from San Diego, California, and proceed 3000 miles to Kennedy Plaza on the Famous Boardwalk in Atlantic City "America's Favorite Playground" in New Jersey. The legendary RAAM with its mystique is now in its 22nd year and is waiting for you.

Solo RAAM presents the unbelievable challenge of 22 hours and 350 miles per day for more than 8 days to finish. For those of us in the realm of mortals, 2 and 4 person teams are done as relay teams breaking the ride up into manageable pieces for any well trained cyclist. Expect 6 hours per day on a 4 person team doing 100 miles or so. The Corporate Team Division has up to 8 team members so 3 hours per day for 50 to 60 miles is the target. Prize money of \$40,000 is to be divided between the winners of the Solo, 2 and 4 person divisions, plus several \$10,000 bonus awards to the first to beat certain existing records.

Checkout the RAAM website www.raceacrossamerica.org

(<http://www.raceacrossamerica.org/>) for Route, Award details and more, and sign up for the ride of your lifetime. RAAM will be televised on Outdoor Life Network (OLN-TV)

RAAM 2003 Route (new): 2970 miles
Downtown Harbor, San Diego, CA to the Famous Boardwalk in Atlantic City, NJ

Dates: Starting Banquet Celebration Saturday, Jun 14, 2003

Holiday Inn, Downtown San Diego,
1355 N. Harbor Dr.

Solo Start: Sunday, June 15, 2003 at
7:00 AM

Team Start: Monday, June 16, 2003 at
2:00 PM

Finish Banquet Celebration, Wednesday,
5:00pm, June 25, 2003

Kennedy Plaza on the Boardwalk, Atlantic
City, NJ

Race complete, June 27, 2003 12:00 Noon
Banquet Tickets are \$20.00, available on the
RAAM website store. Everyone invited, lim-
ited seating available. Come out to see and
support these incredible athletes.

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Take the T to the Copley stop on the Green Line or the Back Bay stop on the Orange Line to: The Cyclorama at the Boston Center for the Arts, 539 Tremont Street • Free indoor bike parking • Ride your bike to the show • www.bicycleshows.us

Little Jack's Corner - by Jack Donohue



Cyclists attitude towards food varies all over the map, from the "my body is a temple" group who are very careful about what they eat,

to the "my body is a toxic waste dump" crew that will eat just about anything (I confess I probably fall into the latter category). But while cyclists vary to all extremes in terms of what they'll eat, they all seem to agree on quantity. That is, more's better. My general rule of thumb when providing food for a group of cyclists is that it doesn't matter how much food you put out, they will eat

it all. So I aim at providing enough food so that they won't start gnawing on my leg, but don't attempt to fill them up, which is an impossible dream.

The closest I ever came to a lynching was one of the early Velo Vermonts. The inn had new owners. Huguette was of French extraction, and provided a very nice haute cuisine meal. The only problem was that there wasn't very much of it. There was a finely cooked piece of steak, a variety of vegetables in the garnish category, and a lot of space on the plate. We had failed to prime them with the key info on feeding a bike group, that it really doesn't matter so much what it is as long as there is a lot of it. This was before they started serving the happy hour hors d'oeuvres, so this was it for food. Fortunately for us, Susan had

the presence of mind to buy a bunch of cheese and crackers to supplement, so we managed to survive the weekend without injury, but we learned that when you feed cyclists, you take the normal portions and multiply by two, as a starting point. Pasta is your friend, you can always fill in the gaps with massive quantities of pasta. Huguette thought she was being nice to us by providing a nice steak entree, but even the carnivores in the group are more than happy with chicken as long as there's plenty of it, and there are a lot of vegetarians, but everyone eats pasta.

So, if you're thinking of leading a weekend trip, rides are important, but above all, make sure there's plenty of food or it could get ugly.

WELCOME NEW MEMBERS

Marianne Borowski	Winthrop
Nancy Crowther	Lincoln
Kevin Fogarty	Sudbury
Anish Goyal,	
Aruna Pundit	Cambridge
Chuck Hale	Lynn
Jennifer Stone	Everett

NEBC 2003 Spring Intro to Racing Clinic

NEBC will conduct their clinic on bicycle racing again this year. The clinic is designed for anyone who wants to learn to bike race. The dates will be the four Saturdays in April (5th, 12th, 19th, 26th) with two evening classroom sessions on Wednesday April 2nd and Thursday April 17th.

For more information or to register:

http://www.northeastbicycleclub.org/Events/Year03/spring_clinic.html

CRW in CYBERSPACE

There are two ways you can use your computer to interact with CRW, the mailing list and the web site.

CRW Internet Mailing List

CRW maintains a mailing list for exchange of information among members, and for posting notices in addition to Wheelpeople. Anybody with an e-mail address can sign up, including subscribers to online services as well as the academic and corporate users with internet access. To sign up to the mailing list, send an empty message to crw-on@ameyer.org.

Once you've joined, to send e-mail to the list, address it to crw@ameyer.org, everyone on the list will get a copy.

The volume of mail the list produces is low, but if you prefer, you can get each days messages stuffed into one mail message, the digest. To switch to the digest version of the list, send an empty mail message to crw-digest@ameyer.org.

To unsubscribe, send an empty e-mail message to crw-off@ameyer.org.

CRW Web Site

To access the World Wide Web location for CRW information use the following URL address:

<http://www.crw.org/> (all lower case).

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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

Jamis Aurora road bike, circa 1999, small frame (51 cm), perfect for someone 5'2" - 5'7". Metallic medium blue, double-butted 4130 chromoly frame, looks practically new. Shimano RSX components, triple chainring and 7-speed cassette. Integrated shifters in front brake levers mounted on anatomic handlebars. Terry Liberator saddle (\$50 value). Bike is all original (except saddle) and in well-maintained, excellent condition. New cost over \$650.

Selling for \$350. Can be seen in Dorchester or Cambridge. You will not find a better road bike value, as Jamis bikes are already a lot of bike for the money.

Contact Larry Slotnick at 617-596-8617 or lslotnick@yahoo.com

January Mileage Totals

		8	0	5	8
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Name	Miles	M	C	K
Gerald Goode	1057	1	1	1
Bruce Ingle	622	-	-	-
Jack Donohue	594	-	-	-
Don MacFarlane	542	-	-	-
Steve Robins	499	-	-	-
Robin Schulman	431	-	-	-
Joe Repole	377	1	1	-
Melinda Lyon	375	-	-	-
Peter Brooks	332	-	-	-
Tod Rodger	312	1	-	-
Nick Linsky	242	-	-	-
Irving Kurki	205	-	-	-
Glenn Ketterle	198	-	-	-
David Wean	191	-	-	-
Chris Tweed	175	-	1	-
Rich Fields	150	-	-	-
Bill Hanson	144	-	-	-
JB Bank	140	-	-	-
Ed Hoffer	136	-	-	-
Bruce Gelin	130	-	-	-
Lisa Weissman	130	-	-	-
Lincoln Ross	120	-	-	-
Gary Smiley	105	-	-	-
Butch Pemstein	103	1	-	-

Name	Miles	M	C	K
Bill Widnall	100	-	1	-
Ken Hablow	98	-	-	-
Joel Parks	89	-	-	-
John Loring	75	-	-	-
Marc Baskin	52	-	-	-
Bob Sawyer	52	-	-	-
John Allen	43	-	-	-
John Kane	41	-	-	-
Jamie King	36	-	-	-
Jeff Luxenberg	35	-	-	-
Dick Arsenaault	34	-	-	-
Dan Walsh	25	-	-	-
Cynthia Snow	18	-	-	-
Mike Hanauer	17	-	-	-
Jared Luxenberg	12	-	-	-
Jim Broughton	11	-	-	-
Greg Lee	8	-	-	-
John Springfield	2	-	-	-

It's deja-vu all over again, it seems like yesterday I got my first cycle computer. I went from not knowing how far I rode to the ability to log into the CRW website (www.crw.org/mileage) and enter all my numbers from the comfort of my cozy

little keyboard. What next? maybe you can beam me the data from your handheld as we pass, we aim to please.

As I sit here on yet another snowy day I think that spring is around the corner and it's time to get the bike and body in shape for better days ahead. So there are a few hard core among us who get out and ride all year. It would be great to see everyone in the club get out and ride and report their miles, lets see if we can record one million miles in a year in 2003. It can be done we have a thousand members, do the math.

Thank You Ed Trumbull for 23 years of CRW mileage coordinator service, I'm going for 25. Every time I log my miles I think of you!

From Myles King the new Mileage Man

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).

Cassandra's Riding Wisdom

Itching for advice but too embarrassed to scratch? E-mail your cycling life and love questions to cassandra@crw.org

Dear Cassandra,

I realize that ride leaders put a lot of effort into arrowing and printing up cue sheets, but I've noticed that only one or two do the extra work of noting pit stops. Convenience stores with public bathrooms are best, but I'd take port-o-potty locations or even mention of nice wooded areas. Riders need to know where to go when we gotta go.

Liz
Littleton

Dear Liz,

Cassandra couldn't agree more. Ride leaders do deserve our kudos for their volunteer efforts. Yet, when nature calls, a prompt for the next turn holds little, shall we say, water, compared to an indication of where one might find respite from said call. Ride leaders, might Cassandra be so bold as to request such points of interest on future cue sheets?

Dear Cassandra,

My bicycle seat is not comfortable. Other seats are different, but not always better. There are so many to choose from that there must be some way to find one that works well for me.

Carla,
Boston

Dear Carla:

The riddle of the saddle is indeed a great one. While some might say that a comfortable

seat is a sign of a weak rider, Cassandra heartily disagrees. Perhaps the ideal approach to finding a good seat is to use Susan G.'s tried-and-true method: Find a cycling friend who has purchased every conceivable accessory in multiples and whose garage and basement resemble a bike parts shop. Test each saddle and adopt the one that fits you best.

Or, consider being a guest stoker for Greg P., who, over the years has accumulated quite a collection of saddles to please every derriere that has graced his tandem. Failing that, Cassandra recommends finding a local bicycle store that will work with you to find a good seat. Make sure the bike fit is right, and the saddle is mounted level and in the correct position. And make sure to ride long enough on the seat to truly test it. Consider a Sunday ride for that purpose. With time, a seat that fits reasonably well, hopefully, mold itself to become almost comfortable.

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- Broadway Bicycle School**
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- Burlington Cycle**
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259 Massachusetts Ave, Cambridge (617) 876-6555
- Chelmsford Cyclery**
7 Summer St., Chelmsford (978) 256-1528
- Community Bicycle Supply**
496 Tremont St., Boston (617) 542-8623
- Cycle Loft**
28 Cambridge St., Burlington (781) 272-0870
- Dedham Cycle and Leather**
403 Washington St., Dedham (781) 326-1531
- Farina Cycle**
61 Galen St., Watertown (617) 926-1717
- Ferris Wheels Bicycle Shop**
64 South St., Jamaica Plain (617) 522-7082

- Frank's Bicycle Barn**
123 Worcester Tpke, Westboro (508) 366-1770
- Frank's Spoke 'N Wheel**
119 Boston Post Rd., Sudbury (978) 443-6696
877 Main St., Waltham (781) 894-2768
- Harris Cyclery**
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- 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 _____

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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.

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

PAPER via Postal Service ELECTRONIC via email

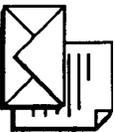
The electronic file is a pdf file and requires Adobe Acrobat 4.0 or greater.

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.