


Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXVIII, Number 2 · February, 2004

CRW Dine-Out Series

Dinner at
REDBONES®

Thursday, February 26th 6:30PM

Join your CRW friends for dinner at RedBones, a well established, much loved restaurant located in Davis Square Somerville. RedBones has become a favorite for many folks over the years, most likely due to its authentic downhome-style Southern food, its unique ambience, and the genuine friendliness of its staff. Redbones also offers 24 fresh microbrews on tap and often hosts local Brew Fests.

Redbones Restaurant, 55 Chester Street, Davis Square, Somerville, MA 02144 617-628-2200. Free parking in municipal lot after 6:00 PM (bike valet parking may also be available)

Please RSVP to Al Bolea, 617-484-0851 or amb617@stanfordalumni.org up until day of event so count can be provided.

An Evening with
Melinda and Elizabeth

Paris-Brest-Paris Perspectives
from the Front and the Rear

Friday, February 20

We've been amazed reading in Wheelpeople about Melinda Lyon's triumph last summer, as the first woman to finish the Paris-Brest-Paris non-stop 1200 kilometer (750 mile) ride, and as the first to do this twice in a row. And Elizabeth Wicks has entertained us with her view from somewhat farther back in the pack, a personal triumph nonetheless. Friday evening February 20 in Lexington is a chance to greet both Melinda and Elizabeth, congratulate them on their accomplishments, and enjoy their retelling of some of their experiences. Melinda has obtained the official video of the event and we will show it with commentary by Melinda and Elizabeth

plus translation of the French narration by Andree Lerat. Before the show we'll be serving a lasagna supper.

The supper and talk will be in Clark Hall (2nd floor rear) of the Lexington Hancock United Church of Church, which faces the Lexington Green at 1912 Massachusetts Ave. Admission is \$5 to cover the cost of hall rental and the food. Supper will be served at 6:30 and the talk will start about 7:30. If you are planning to come for supper, so that we know how much food to buy, please RSVP no later than the Wednesday two days before the event to Bill Widnall at 781-862-2846 or BillWidnall@attglobal.net.

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Tour de France Revisited

Friday, February 27

Does July seem like it's a long way off? Get psyched for the upcoming season and for next year's Tour de France by watching highlights from last July's event. We'll be showing the first half of a 4-hour DVD of highlights of the 2003 Tour de France. You can see all the excitement and unexpected twists that this year's tour provided. Watch the pros in action including local hero Tyler Hamilton. Come early for pizza and socializing or later for the video only.

Time: 6:30 for pizza (\$5 cost), 7:30 for the DVD only (free).

RSVP required by Feb. 26 to Connie Farb (617-497-0641, chfarb@yahoo.com) Location: Bill Unger's, 77 Esterbrook Road, Acton

Directions: Take Route 2 to 2A/119 West. Go 1.5 miles and turn right on Esterbrook.

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

BOARD OF DIRECTORS

| | Term Expires | |
|-------------------|--------------|--------------|
| Andy Brand | 2006..... | 617-247-9770 |
| Connie Farb | 2005..... | 617-497-0641 |
| Rita Long | 2004..... | 781-899-9177 |
| Steve Mashl | 2005..... | 978-244-0286 |
| Barry Nelson..... | 2006..... | 617-964-5727 |
| Tod Rodger..... | 2005..... | 978-456-8654 |
| Paul Schimek..... | 2006..... | 617-983-9111 |
| Cindy Sragg..... | 2004..... | 617-232-0227 |
| Bill Widnall..... | 2004..... | 781-862-2846 |

OFFICERS AND COORDINATORS

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| President | Bill Widnall..... | 781-862-2846 |
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| Vice President of Finance..... | Eric Evans..... | 617-527-0517 |
| Vice President of Publications | Ken Hablow..... | 781-647-0233 |
| Vice President of Legal Affairs | Jeanne Kangas..... | 978-263-8594 |
| Secretary..... | OPEN..... | |
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| Insurance Coordinator | Don Blake..... | 781-275-7878 |
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| Special Projects Coordinator..... | Ann-Marie Starck..... | 508-877-0178 |
| Publicity Coordinator..... | Marty Weinstock..... | 617-491-6523 |
| Merchandise | OPEN..... | |
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| Social Committee Chair | OPEN..... | |
| Safety Coordinator..... | Ed Glick..... | 978-250-1883 |
| | Bob Zogg..... | 617-489-5913 |

RIDE PROGRAM COORDINATORS

| | | |
|---|----------------------|--------------|
| Vice President of Rides..... | Connie Farb..... | 617-497-0641 |
| Saturday Rides | OPEN..... | |
| 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 |
| Thursday Fitness Rides..... | Eric Evans..... | 617-527-0517 |
| Friday Rides | Rich Taylor..... | 978-287-4921 |
| Saturday Fitness Rides | Ed Glick..... | 978-250-1883 |
| Sunday Fitness Rides | Daniel Rabinkin..... | 781-275-2391 |
| Urban Rides..... | Dave McElwaine..... | 781-821-8643 |
| | Mark Dionne..... | 617-965-5558 |
| | Carl Howerton..... | 781-837-9777 |
| | Jim Hill..... | 781-337-5394 |
| | Charles Hansen..... | 617-734-0720 |

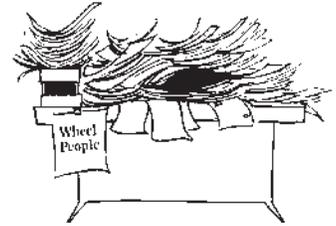
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Editorial Policy



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.

Advertising Rates

| | | | |
|--|---------|-------------|---------|
| Half Page | \$80.00 | Third Page | \$55.00 |
| Quarter Page | \$42.50 | Eighth Page | \$24.00 |
| For more information please contact Marty Weinstock at 617-491-6523 | | | |

CRW Board Meeting Minutes

In Attendance: Board Members (6): Chair Bill Widnall, Cindy Sragg, Connie Farb, Andy Brand, Paul Schimek, Steve Mashl; other CRW Members: Eric Evans, Tracey Ingle, Ed Glick, Don Blake, Marty Weinstock.



January 6, 2004

Since we no longer have a Secretary, it was decided that board members would take turns taking minutes. Connie Farb volunteered to take minutes for this meeting.

Bill Widnall introduced the new board members, Andy Brand, and Paul Schimek.

Bill was re-elected as board chairman and club president. He then re-appointed Barry Nelson as Executive Vice President and noted that the Secretary position is still open. Eric Evans is the new VP of Finance effective Jan. 1. He is working with Tod Rodger to come up to speed on the position.

Tax-exempt Status Application

Bill provided a summary of the progress on our application for tax-exempt status. A committee has been meeting to put together our application. The committee includes Tracey Ingle and Butch Pemstein, both club members and lawyers and Jeanne Kangas. Tod and Eric are helping to put together the financial parts of the application. Tracey has experience in this area, having filed several 501 (c) 3 applications in the past. To qualify for 501 (c) 3 recognition, we should make some minor changes to the club constitution, for example specifying that were the club to dissolve, the remaining assets should go to a 501 (c) 3 organization. The proposed amendments were reviewed, as was the process for making the amendments, which includes sending out ballots to all members.

Finance

We reviewed the monthly register for December 2003. Everything was as expected. Now that we again have a VP of Finance, we will go back to having a quarterly financial summary and no longer review the monthly register.

We discussed the financial policy for club parties. We categorized them into post-ride parties, recognition parties (to reward volunteer contributions) and other functions. The Rides committee has added a policy for post-ride parties to the Ride Leader Guidelines, stating that they should be self-funding. We agreed that recognition parties should be funded by the club. A motion was raised and passed that, with the exception of recognition parties and the annual holiday party, all parties should plan to be self-funding.

Rides Committee

The 2004 calendar is still only half full, a bit behind where we normally are at this time of the year. The Saturday Rides Coordinator slot is still unfilled. Jack created a download page on the web site under the Ride Leader Resources area. Several documents such as a Ride Leader FAQ and Ride Leader Checklist were added there, along with the newly revised Ride Leader Guidelines. The changes made to the Guidelines were mostly small wording changes or safety-related.

Membership

For December '03 we had 975 memberships and 1177 members. This compares to 1018 memberships and 1214 members a year ago. In December '03 there were 11 expired memberships, 8 new members and 16 renewed. This compares to 10 expired, 5 new and 8 renewed a year ago. Bill noted that the drop in membership from a year ago is remaining steady at about 4% and has not been widening.

Board Meeting Minutes

The process for review and approval of the board meeting minutes was discussed. Previously, the Secretary submitted the board minutes to the Wheelpeople copy editor, who edited and submitted to the layout editor. Board members reviewed the minutes in the draft Wheelpeople from the layout editor. This process was reviewed. Connie said the Secretary creates the record of the meeting and it should go as is to the Wheelpeople editor. Bill pointed out that if major corrections don't get made before that, it causes more work for the layout editor and if the copy editor removes content to fit in the space available, important content may be cut. Thus, he prefers that the board review the minutes and make changes prior to submission to Wheelpeople. Connie said that changes should be minimal if the secretary accurately documents the meeting and it is the secretary's responsibility to ensure that what is published in Wheelpeople is an accurate copy of what was submitted. Tracey said that other clubs create a summary of the minutes and publish that to members,

while publishing the full minutes elsewhere, e.g., on a web site, where space is not a consideration. It was agreed that the minutes should go from the Secretary to the Wheelpeople editor and the board would review them in the draft copy of Wheelpeople.

Boston Phoenix Supplement

Marty Weinstock presented a proposal from The Boston Phoenix. They would like to "partner" with CRW for a special cycling supplement to their May 14th edition. They may also partner with the Lance Armstrong Foundation. This would provide us with possible opportunities to write articles, such as something on bicycle safety and it would give us increased exposure, especially for the Spring Century, which would be featured. Paul thought it would be a very good opportunity for the club to increase awareness of cycling in general and safety issues in particular. Marty handed out a one page "Executive Summary" and it was agreed that we needed time to read it over and that the board members would give their opinions via email within the next two days.

The next Board Meeting will be held on Tuesday February 3 at 7:30 at the United Church of Christ, Lexington.

Respectfully submitted,
Connie Farb
Board Member

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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.

Leaders: Different leader each week, to become a leader contact Dick Arsenault [RFArsen@aol.com]

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.

Ride Leader Mentors

by *Connie Farb*

For the past several years, the Rides Committee has sponsored a Ride Leader Workshop in the Spring, with the intention of attracting new leaders to the club and letting experienced leaders meet and encourage the new volunteers and get enthused for the new season themselves.

The workshop has been a bit disappointing in meeting these goals. In particular, attendance has been low, especially from new and potential ride leaders. There have been some people who would like to attend but can't make the one date when we offer it for the year.

To try to remedy these problems, we have decided to experiment in 2004 by replacing the Ride Leader Workshop with a mentoring process. We think this will be a more effective way to recruit new ride leaders. Potential new leaders might never come

to a big, group workshop but may feel more comfortable working one on one with someone.

When a potential ride leader is identified by anyone in the club (including themselves!), a Rides Committee member will connect him or her with an experienced ride leader. Together they will develop the new ride leader for the club.

This will first involve going over the Ride Leader Guidelines. The new person might then help lead, arrow, map, cue, and/or design a ride. When the mentor feels the new person is ready, she/he can and should lead a ride with the support and overview of the mentor. The mentor will check the route, map, cue sheets, or arrows, as appropriate for the ride.

After a successful completion of the ride, the mentor can declare the new person a

CRW ride leader. The mentor will also serve to answer any questions the new leader has and provide a personal contact to the club.

This program is intended to be flexible. Some people have the skills and confidence to very quickly become a Sunday ride leader. Others might need and/or want more time and support to work their way into Wednesday or Saturday rides first. The idea is to give more personal contact to people who would like to lead a ride.

If you are one of those people who would like to be hooked up with a mentor and lead a ride, or if you are a ride leader with a strong interest in being a Ride Leader Mentor, contact any Rides Committee member (see page 2 or www.crw.org/contacts.htm for contact info.)



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.

Temperature Dependent Route

Sunday - February 1

Times and Routes: 10:00 for 22, 29 or 53 miles depending on the temperature.

Ride Type: Cue sheet and map

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

Highlights: If the temperature is below 22, we will tour the city of Newton for 22 miles. Between 22 and 29, we will ride out to Lincoln for 29 miles. Above 29, there will be a ride to Concord for 53 miles.

Start: 65 Hillside Avenue, Newton

Directions: From Route 128 take the exit for Route 30. Take Route 30 East toward Newton. After 1.6 miles cross Route 16. Continue for 0.8 mile to a traffic light at Chestnut St. Take a left on Chestnut St. Go through one traffic light and one stop sign. Take your next right, Otis St. Take your next left, Hillside Avenue. 65 Hillside Avenue is halfway down the hill on the left hand side.

Frozen Brooks

Sunday - February 8

Times: 10:30 for 20 and 40 miles.

Ride Type: Cue Sheet

Leaders: Peter Brooks 617-926-5735

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

Start: Waverly Square (Church St.) parking lot across from Wheelworks Annex

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).

Larz Anderson without the Snow

Sunday - February 15

Times and Routes: 10:30 for 20 and 30 miles

Ride Type: Winter ride with cue sheet

Leaders: Eric Ferioli (781-235-4762)

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

Start: Putterham Circle Golf Course parking lot, Brookline

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

Bruce's Birthday Ride

Sunday - February 22

Times: 10:30

Ride Type: Cue sheet

Leaders: Bruce Ingle (508-877-1045 before 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.

Holliston

Sunday - February 29

Times: 10:30 AM for around 25 miles

Leaders: John Goeller (508-429-2832, jgoeller@comcast.net)

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.



CRW Trips

MDDM 2004 - 20th Annual Memorial Day Dash to Montreal

May 27-31, 2004

Special 20th anniversary Retro edition of a classic international tour.

Thursday night stay at a ski lodge near Montpelier, Vermont. Friday morning drive to Gordon Landing in the Lake Champlain Islands. Park cars, put gear in sag van, take a ferry to New York state and cycle north ~75 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, including the beautiful Lake Champlain Islands. NOTE: Although there are no hills, this can be a tough ride due to strong headwinds! \$175 trip fee includes 4 nights lodging, 4 meals, sag support, tour T-shirt, tour waterbottle, happy hour and extensive tour literature. Call for info or to register. This is a Charles River Wheelmen tour. Leader: Charles Hansen H: (617) 734-0720 W: (617) 572-0277 Email: velotrain@peoplepc.com Note: This tour has filled the first week in March the past two years.

MESSAGE FROM THE PRESIDENT

Bill Widnall

Year 2003 was another great year for CRW. It is amazing how much we are able to accomplish as an all volunteer organization. Our ride program is the most varied and comprehensive of all the cycling organizations in the Boston area. Whether a cyclist is looking for a fast paced training ride or a leisurely paced group tour or something in between, we have offerings to satisfy. There are offerings throughout the week, the best attended being the weekend offerings and our centuries, but significant numbers also enjoying the midweek offerings. We offer multiday weekend trips away from Boston. As always, we owe a big thank you to all the directors, officers, coordinators, ride organizers, ride leaders, and other volunteers who make this possible.

In this message, I'd like to bring you up to date on an important activity that has been going forward under the guidance of our Board of Directors: the preparation of our application for recognition by the federal government of our non-profit tax-exempt status. CRW was incorporated in 1971 as a non-profit corporation under Chapter 180 of the General Laws of Massachusetts. At that time, being a small organization, there was no requirement that CRW file any paperwork with the federal government. But CRW has grown in size and has passed the threshold in terms of revenue above which a non-profit organization is required to file an annual information return, Form 990, with the Internal Revenue Service. As a first step CRW needs to file an application for recognition of its tax-exempt status with the IRS.

There are several categories that under federal law are entitled to receive tax-exempt status. The last several months we have been researching which of these categories is most appropriate for CRW, and the Board concluded at its December meeting that the best choice for CRW is category 501(c)(3). I'd like to summarize for you some of the considerations that led to this conclusion. In our research, we found that other bike clubs have applied for and been awarded one of three designations: Section 501(c)(3) Charitable, Educational, Etc Organizations; Section 501(c)(4) Civic Leagues and Social Welfare Organizations; Section 501(c)(7) Social and Recreation Clubs.

Considering the titles only, it would seem that the appropriate choice for a cycling club would be (c)(7) Social and Recreation Clubs. But a closer examination found that

this (c)(7) category has a 15% limitation on the revenue that can be received from non-members. CRW income at our special events (centuries and weekend trips) might be constrained by this limit. To possibly offset this significant disadvantage, we could find no particular advantages to being designated a (c)(7).

Of the other two categories that do allow significant interaction with the non-member public, the (c)(3) category has the most advantages. Contributions to a (c)(3) organization are tax-deductible, whereas contributions to a (c)(4) or (c)(7) are not. Examples of deductible contributions by members are non-reimbursed expenses associated with volunteering or any donation above the required member dues payment. Businesses and other potential donors often prefer to give to and support organizations with charitable or public service purposes. Having (c)(3) status would strengthen the identity of CRW as a public service organization.

We found that there are important differences in liability protection depending on the category of the organization, with (c)(3) providing the greatest protection. The federal Volunteer Protection Act of 1997 holds that no volunteer of a 501(c)(3) organization can be held liable for harm caused by an act or omission of the volunteer unless the harm was caused by willful, criminal or reckless misconduct or gross negligence. (Other exceptions and conditions apply.) In some cases the protection might be available to volunteers of a (c)(4) organization, but the statute does not make this clear. It is unlikely to help volunteers of a (c)(7). Massachusetts law provides additional protection for the organization itself and for its volunteer officers and directors, provided the organization is a (c)(3). Many (c)(4)s would also qualify for this protection.

We compared the costs associated with being under the alternate categories. In terms of volunteer time cost to fill out the paperwork, we found that the annual filing of federal form 990-EZ is of similar complexity for all three categories. An additional annual Massachusetts form, Form PC, is required in the public charity categories of (c)(3) and (c)(4), but the form is not burdensome. In terms of financial costs, to file for recognition of our tax-exempt status in all three categories requires the same filing fee. The annual Form 990-EZ has no filing fee. It turns out

that there is an important cost advantage to having (c)(3) status that comes from a reduced bulk mail postage cost. At our current mailing volume, the cost saving may be worth about \$1000 per year.

Since the Board's December decision to apply for 501(c)(3) status, a committee has been working on preparing our Form 1023 application, drawing on members of our finance committee, our rides committee, our legal talent, and others to pull together the numbers and write the narratives. To earn 501(c)(3) status we must demonstrate, as other bike clubs have successfully done, that we are organized and operated for one or more of several qualifying purposes including "charitable, scientific, testing for public safety, literary, or educational purposes". With no disrespect to "Little Jack's Corner" our main claim is not that we are a literary society. We do have a substantial claim that we have a charitable purpose as demonstrated by our significant financial support of Mass Bike, a (c)(3) organization. However, our primary claim to being a (c)(3) organization is that we serve educational purposes. It is well established in court rulings that physical education is considered to be education, so all our ride programs which promote physical fitness are deemed educational. Our efforts to promote ride safety through pre-ride talks and publications, such as the ride leader handbook, also qualify as educational as does the introductory ride series.

To further document that we are a non-profit tax-exempt organization, we will need to amend our constitution so as to make explicit that we operate in a manner that provides no private profit to any individual and also to state that if we ever dissolve, the net worth of the club will not be distributed to any private individuals but instead will be donated to other organizations that share our purpose. A ballot to amend our constitution will be prepared by the Board and sent to all members soon.

In pulling together the descriptions of our ride programs, our communication programs, our advocacy grants program and showing how these programs support valued and respected public purposes, it has been a source of pride for those of us working on the application to realize how in so many ways CRW has been and will continue to be a very strong positive force in our communities.

Social Committee Upcoming Events

Your CRW Social Committee is actively planning monthly events during the cycling off-season for you to stay in contact with your cycling friends and make new friends.

The menu includes:

- Monthly gatherings at local restaurants for dinner and conversation such as the "Harpoon Brewery Night" held on Thursday, November 20th.
- Monthly cycling related gatherings featuring movies, presentations, instructional sessions and more including: "An Evening with Melinda and Elizabeth - Paris-Brest-Paris Perspectives from the front and Rear" on Friday, February 20th, the "Hard Road Cycling Video Showing" on Friday, January 30th and the "Tour de France highlights Part 1 of 2 Showing" on Friday, February 27th.
- Annual Awards Banquet and Holiday Party.

Event details will be summarized in the Social Events section of Wheelpeople and can also be accessed by visiting the CRW Web Site www.crw.org and querying the new "Social Events" link that will include a regularly updated listing of events.

Members and member guests are encouraged to participate in these events and if you are interested in sharing ideas for future events or volunteering to help out with event planning you should contact social@crw.org.

Have a wonderful off-season and we hope to see you at upcoming events!

CRW Social Committee

Bicycle Fair at Belmont WheelWorks

WheelWorks is planning a Bicycle Fair for CRW and other area clubs at their Belmont store on Saturday afternoon, February 28. It will include workshops on bicycle fitting, repairs, and the latest technology and materials for frames, wheels, and other components. There will also be displays and representatives from various manufacturers. If the weather is good, there will be a morning ride before the fair. For more information, times, and events, check www.wheelworks.com/clubday.htm.



Letters to the Editor

(Ed: this was forwarded to me by George Ulrich; his non-cycling friend Aaron wrote this after reading Pat O'Dougherty's article "My 1st Season")

George,

Thanks for the article, it had a lot of nuggets of wisdom. I can definitely empathize with the author in many ways, especially where trying to be an absolute perfectionist and number one can detract from the overall enjoyment of an activity. And although I do manage to walk to and from work every day and spend time outdoors swimming, boating, and fishing in the summer, there are many times when I feel locked in, denying myself the instinctive mobility and exhilaration of hopping on a bicycle and riding over to a friend's house, wherever that may be. For me, especially having lived in Dorchester, the prospect of bicycling in the immediate neighborhood was nearly prohibitive, as I lived on a main thorough way and could have been run over like a pigeon without much effort. I must admit, that I am pretty scared of bicycling on the typical Boston roadways, sharing the road with enraged drivers of SUVs, and anything in general that utilizes the internal combustion engine. I have never forgotten traveling through Holland, where for nearly every major roadway, there is a separate roadway exclusively for bicyclers, albeit some mopeds.

It is a testimonial to the oil and auto industry that we are held captive by the very device

which was made to enhance our "mobility". So admittedly I am timid and probably only feel comfortable in a nurturing environment for bikes and pedestrians only, or maybe some more isolated and bucolic surroundings, although I wonder how safe it is to ride your bike around Westwood or places thereabouts. But after hopping on the Schwinn ten speed it was like returning to a favorite state of mind and body that shouldn't just go by the wayside once we get the driver's keys. I think that is the way most of us are mesmerized into buying into the whole sedentary slow death that we have to submit ourselves to avoid starvation and poverty.

I take my hat off to those of you who have kept the flame alive and am glad to see that there is a growing acceptance of bicycles and a realization that they should be accommodated more than they are now. I don't know if they still do, but when I was in Amsterdam in 73 or 74, they deny access to automobiles every Sunday, which would be blasphemous here, of course they have been paying seven to ten dollars a gallon for a long time.

Hopefully one of these days I might even get over the fear of injury and go for a real ride somewhere, but I think I'll wait until at least the springtime so I can ease into it.

Thanks,

Aaron

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khablow@khgraphics.com



Name _____

Address _____

City, State, Zip _____

Telephone _____

Quantity _____

Size(s) _____

Hanging In Honor Roll for 2003

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 | 19 | 15471 | 293943 | John Allen | 16 | 2396 | 38329 |
| Jack Donohue | 22 | 10153 | 223365 | Doug Cohen | 9 | 4022 | 36198 |
| Robin Schulman | 16 | 7716 | 123458 | David Wean | 7 | 5148 | 36035 |
| Paul Corriveau | 13 | 8997 | 116963 | Elisse Ghitelman | 16 | 2234 | 35742 |
| Gerald Goode | 13 | 8969 | 116595 | Susan Grieb | 18 | 1779 | 32023 |
| David Jordan | 14 | 7296 | 102142 | Dick Arsenaunt | 6 | 5310 | 31858 |
| Glenn Ketterle | 16 | 5977 | 95639 | Bill Widnall | 6 | 5032 | 30192 |
| Mike Kerrigan | 10 | 9559 | 95585 | George Caplan | 22 | 1279 | 28133 |
| Jamie King | 20 | 4756 | 95121 | John Springfield | 24 | 1158 | 27801 |
| Ken Hablow | 13 | 7018 | 91237 | Jim Goldman | 9 | 2738 | 24638 |
| Peter Knox | 12 | 7455 | 89462 | Ted Hamann | 7 | 3008 | 21055 |
| Joseph Repole | 18 | 4847 | 87238 | Bill Hanson | 7 | 2696 | 18873 |
| Bob Sawyer | 17 | 5125 | 87131 | John Loring | 10 | 960 | 9597 |
| Bruce Ingle | 9 | 9021 | 81190 | Tracey Ingle | 9 | 659 | 5935 |
| Jim Broughton | 22 | 3535 | 77774 | Jared Luxenberg | 17 | 240 | 4082 |
| Jean Orser | 9 | 7727 | 69544 | Jacob Allen | 11 | 269 | 2958 |
| Michael Hanauer | 22 | 2954 | 64980 | TOTAL | 15 | 5315 | 2624692 |
| Edward Hoffer | 14 | 4614 | 64593 | | | | |
| Peter Brooks | 12 | 5256 | 63069 | | | | |
| Kenneth Hjulstrom | 17 | 3568 | 60652 | | | | |
| John Kane | 24 | 2010 | 48241 | | | | |
| Irving Kurki | 9 | 5189 | 46704 | | | | |
| Jeff Luxenberg | 23 | 2027 | 46617 | | | | |

No new entries this year, but a few waiting in the wings for next year. Though not on the list this year, we'd like to recognize Ed Trumbull, mileage meister for many years, who, when last seen on the hangin' in list, had a 24 year run totaling 113304 miles.

Landry's Bicycles Repair Courses

Winter 2004

Learn how to take better care of your bike. Chris Ploof, Landry's education manager, is offering a program of bicycle repair courses this winter at Landry's/Westboro store.

SPECIAL OFFER: Charles River Wheelmen club members will receive a special discount on Landry's course registrations.

BASIC MAINTENANCE & EMERGENCY REPAIRS. One evening session; choice of date. Learn how to perform basic maintenance to keep your bike (and you) riding smoothly. Topics include safety checks, lubing and cleaning your bike, fixing flats, and handling chain problems on a ride. Bring your flat-repair tools and a wheel from your bike. Limited to 12 participants.

Workshop fee: \$20 for club members (regularly \$25). Pre-registration is required.

BICYCLE OVERHAUL CLINIC. Two-day weekend clinic. Learn how to strip/rebuild your bike with guidance and tips from Landry's service technicians. If you are inexperienced with bike repair, Landry's Basic Maintenance workshop is recommended as a prerequisite. Participants will get 10% off purchase of parts and tools during the class. Bring your bike.

Limited to 6 participants. Workshop fee: \$170 for club members (regularly \$195). Pre-registration is required.

WHEEL-BUILDING WORKSHOP. One-day workshop. Learn how to build a bicycle wheel. Participants will get 10% off purchase of parts and tools during the class. Limited to 4 participants. Workshop fee: \$75 for club members (regularly \$85). Pre-registration is required.

SUSPENSION-FORK CLINIC. One-day workshop; choice of date. Learn how to service your bike's suspension fork. We will strip down your fork, then clean and rebuild it. Proper care, tools, and scheduled maintenance will also be discussed. Fox rear air shocks are also OK for this class. Attendees must call Landry's/Westboro store in advance, so we can make sure we can get parts for your fork/shock. Bring your fork or your whole bike. Limited to 4 participants. Workshop fee: \$65 for club members (regularly \$75).

Pre-registration is required.

For more information, including COURSE DATES and other registration details, see Landry's Event Calendar at <http://landrys.com/Pages/events.html>. Or contact Chris Ploof at Landry's/Westboro store, 508-836-3878, cploof@landrys.com.

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WELCOME NEW MEMBERS

| | |
|---------------------|---------------|
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| John Brady | Westford |
| Gudarz Davar | Jamaica Plain |
| Michael Ernst | Brighton |
| Peter Lindholm, | |
| Ingrid Shuttleworth | Cambridge |
| Ophir Handzel | Watertown |
| Richard Schoeller, | |
| Lisa Schoeller | Needham |
| Dick Mackay | Hanover, NH |

CLASSIFIED ADS

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

Wanted

I am looking for a pair of road wheels in good condition, Steve (617)924-4226 or creckles@yahoo.com

Defending the Lanterne Rouge - Another view of PBP

By Elizabeth Wicks

(continued from last month)

God, it was such fun, but when we did get to Villaines at 6:15, I was so spent I could barely talk.

I was so dazed when I went into the control to check in and practically in tears looking for water that a woman took me by the hand and led me to the bar so I could buy a couple of bottles of water. Even so, I remember calling Paul saying I felt great because I had had so much fun flying along. Somehow I eventually pulled myself together and got on the road. I did hook up with the Danes again and rode on the back of their train until after it got dark and I couldn't maintain their pace. I was slugging along feeling very shaky when I came upon a group of spectators at the top of a hill that I remembered from the way out. They had bicycles decorated with flowers hanging from poles, lights strung among the trees and a big mural of bikers, all lit up with a spotlight, plus several tables with coffee and food. What a welcome sight, but I was so spent I could barely talk and broke into tears when a man spoke to me in English. I sat trying to collect myself. I think they said Mortagne was only about 15 km, but I wasn't sure I could get back on my bike. I told the man I needed to rest and he put a mat up on the grass for me away from the crowd. That's the way all of the riders were treated through out the ride. After a short rest I got up to get going.

It was pretty scary from there because I was feeling so unsteady and thought I was going to fall over a couple of times. After inching along for what seemed forever, I pulled into Mortagne at 1:00 am Friday morning, much relieved to be able to put my feet down. I did try to eat and had some pasta as I remember. I stretched out in an empty corner on the floor, put on my eye shade and ear plugs and slept. When I woke up my space was so filled with other people that I had to be careful not to kick or step on any of them.

I am not sure what time I left. It was still dark and cold so I dressed pretty warmly - with a jacket, arm and leg warmers, skull cap and glove liners. Who would have thought that with the heat wave of only a week before that we would need warm clothes? I have

learned, though, to always be prepared for every kind of weather.

I only had 51 miles to Nogent Le Roi, the last check point before the finish. I was going slower and slower it seemed and my brain was pretty mushy. I called Paul at 7:50AM and apparently sounded pretty upbeat. I think I was pretending I felt that way so I wouldn't worry him. Actually, just having someone to talk to helped.

I was slugging along feeling very shaky when I came upon a group of spectators at the top of a hill . . . They had bicycles decorated with flowers hanging from poles, lights strung among the trees and a big mural of bikers, all lit up with a spotlight, plus several tables with coffee and food. What a welcome sight,

I was utterly limp when I pulled into Nogent. I have never felt so exhausted and completely spent. I got some food and sat at a table to try to eat. If I looked as dead as everyone around me did, I was in deep, deep trouble. I really thought I might not make it and was sorely tempted for a minute to quit. In my gut, though, I knew I just couldn't DNF (that's the initials for the dreaded Did Not Finish they put next to your name!).

Thank goodness for Paul and his being on the other end of the phone. I had told him before the ride to not let me quit unless I was bleeding to death or had broken something such as an arm or a leg. I apparently called him at 10:30 and he did tell me to just keep going. "You can make it," he said.

"You've only got 36 more miles and you do that before breakfast on most days." Ok, I told him, but I was going to take a nap first and I would call him as I left there for St. Quentin, which I did at around noontime.

The next 35 miles are very hazy. I tried to push as hard as I could so that I'd have plenty of time to get to the finish before the cut off time of 4:00 PM. I was afraid that if I were only going 8 miles an hour (which might not have been too far off) it was going to be a long 35 miles. I was feeling pretty spacy, but my legs kept going around and I

was going forward, so that was progress. I heard Melinda's voice say, "Just keep pedaling. Just keep pedaling."

It worked. Eventually I saw the sign for the St. Quentin en Yvelines region - yeah!!! Almost there. When I got close. I raised Paul on my walkie-talkie (love that gadget) and for the last time said here I come, I can see the finish line.

Mind you this is not the Champs Elysees lined with thousands of cheering fans. But it was almost as exciting for me. As I rode around the rotary I could see a bunch of people waving and cheering. Paul was there with a huge sign with my name on it held high and a big grin on his face. I shakily rode up the ramp over the sidewalk toward the gymnasium and heard several people shout my name. That was pretty neat. It turns out I did that last portion at a blazing 13 miles an hour.

Even though it isn't a race, the time it takes to complete PBP is upper most in everyone's minds. I had done BMB in 86 hours and "everyone" said I wouldn't have any trouble doing PBP faster than that, but it took me 88. Ego gets in the way so easily. It took me quite a while to relish the fact that I had met my goal - to participate in and finish PBP.

I am so glad I persevered. The aches and pain and frustration go away pretty quickly; what lasts forever is knowing you finished. I like to do long distance riding because I don't like racing and this is the way I challenge myself. I also just like riding, even though on some days there aren't as many highs as on others. These ultra marathon rides, too, are both an adventure and something that not a lot of other people have done. I guess I am learning that I am an adventuresome person.

Despite what I had said in Brest about never doing PBP again, within not too long a time I found myself thinking, now, if the next time I don't fight the crowds, eat more at more stops along the way, had a better sleeping plan, I would love to see the route again. Paul is ready to go back, too, so 2007 may not be out of the question. And I will only be 63.

Little Jack's Corner

by Jack Donohue



Like any sport, there are fringe groups in cycling. We have of course the roadie vs mountain bike split, but two groups that are way out on the bell curve are tandems and recumbents.

There are actually quite a lot of similarities between the two groups. Both have their own vocabulary. I don't know much about recumbents (which, like any good journalist, won't prevent me from writing an article about them) but the tandem world has terms like "boob tube" (not the telly, the long fat tube that connects front and back on the bottom of the tandem), "stoker" and "captain," for the rear and front riders. A topic that inspires religious fervor is whether to have the cranks in phase or out of phase ("OOP" to the cognoscenti). Recumbent riders spend a lot of time talking about various

geometry options, basically where the rider sits in relation to the other parts.

Both have somewhat disparaging names for what we would consider "normal" bikes. Tandemists refer to them as "half bikes" and recumbent riders refer to them as "wedgie bikes" for obvious reasons.

At the risk of being stoned in the courtyard by members of both groups, I'll venture to say that it's harder to climb on both type bikes. Yes, I know, there are many cases of strong riders laying waste to a pack of singles, but put the same riders on single diamond frame bikes, I would unequivocally say they would climb faster. On the other hand, they are lots faster on the flats and downhills (don't think I'll get any argument there). A regular feature of the last few CRW centuries is a few recumbent riders who blast off the front at the start. The pack gives chase just like the dogs at Wonderland, and usually catch up (at least for a while) when the climbing starts. As a tandem rider, the usual scenario is to get passed by everybody on

the climb and then blast by everyone at some outrageous speed on the downhill.

Both groups have a tendency to evangelize. The recumbent rider will extol the virtues of the beach chair setup, wondering how they ever could have subjected their tender buttocks to the harsh unyielding saddle. On frequent occasions, after overhearing couples talking about disparities in riding ability, I've been known to say "You need a tandem." Since we own two, one of which is hardly ever used, this is usually followed up by an invitation to borrow one. Haven't been taken up on my offer very much for some reason.

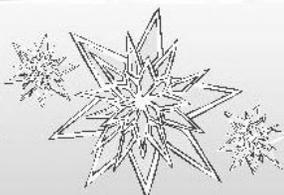
Both groups are viewed somewhat askance by the "normal" riders. Sure they have two wheels, but are they really bikes? It looks interesting, but I'd rather ride a "real" bike, they say. Even I, a tandem rider, tend to be somewhat of a recumbent bigot.

And then there's the recumbent tandem ...



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December Mileage Totals | | | | | | | |---|---|---|---|---|---| | 2 | 6 | 9 | 3 | 7 | 1 | |---|---|---|---|---|---|

| Name | Miles | M | C | K | Name | Miles | M | C | K |
|-----------------|-------|----|----|----|---------------------|-------|---|---|---|
| Melinda Lyon | 14453 | 9 | 9 | 8 | John Goeller | 2663 | 3 | 1 | - |
| Gerald Goode | 14242 | - | - | 11 | Gabor Demjen | 2355 | 3 | - | - |
| Tod Rodger | 10450 | 11 | 7 | 6 | Marc Webb | 2124 | 3 | 1 | - |
| Robin Schulman | 10127 | 4 | 1 | 3 | Cynthia Snow | 2097 | - | - | - |
| Dave Jordan | 9856 | - | - | - | Lincoln Ross | 1975 | 4 | - | - |
| Jack Donohue | 9440 | 1 | - | 2 | Cynthia Zabin | 1946 | - | - | - |
| Bruce Ingle | 9064 | 8 | 6 | 4 | Dan Pratt | 1874 | 5 | - | - |
| Steve Robins | 8757 | - | - | - | John Springfield | 1855 | - | 6 | - |
| Don MacFarlane | 8718 | 11 | - | 1 | Nancy Crowther | 1676 | - | - | - |
| Irving Kurki | 8258 | 11 | 2 | 3 | John Allen | 1642 | 1 | - | - |
| Chris George | 8251 | 6 | 1 | - | Ted Hamann | 1634 | - | - | - |
| Mike Kerrigan | 7773 | 7 | 6 | 4 | Jim Goldman | 1550 | - | - | - |
| Paul Hardin | 7771 | 9 | 6 | - | Elaine Stansfield | 1528 | 3 | - | - |
| Paul Corriveau | 7463 | 8 | 6 | 4 | Rich Whalen | 1492 | 3 | - | - |
| Peter Knox | 6612 | 4 | 4 | 3 | Frank Connell | 1397 | 2 | 1 | - |
| Jean Orser | 5980 | 8 | 4 | - | John Kane | 1168 | - | - | - |
| Peter Brooks | 5623 | 11 | 8 | - | John Loring | 1152 | 5 | - | - |
| Cory Lovett | 5530 | - | - | - | Greg Tutunjian | 1103 | - | - | - |
| Dick Arsenaault | 5102 | 3 | 1 | - | Lyn Rodger | 1070 | 2 | - | - |
| David Wean | 4721 | 3 | - | - | George Caplan | 1007 | - | - | - |
| Glenn Ketterle | 4621 | - | - | - | Jim Broughton | 1001 | - | - | - |
| Ken Hablov | 4545 | 8 | 1 | - | Jeff Luxenberg | 991 | - | - | - |
| Butch Pemstein | 4376 | 5 | - | - | Patrick O'Dougherty | 990 | - | 1 | - |
| Joe Repole | 4318 | 12 | 12 | - | Mike Hanauer | 790 | - | - | - |
| Doug Cohen | 4276 | 4 | 1 | - | Ken Hjulstrom | 776 | - | - | - |
| Bob Sawyer | 4249 | 2 | - | - | Elisse Ghitelman | 750 | - | - | - |
| Frank Aronson | 4163 | 4 | 2 | - | Rosalie Blum | 660 | - | - | - |
| Lisa Weissmann | 4061 | 6 | 4 | - | Jared Luxenberg | 529 | - | - | - |
| Darrell Katz | 3933 | - | - | - | Jamie King | 360 | - | - | - |
| Bill Widnall | 3701 | 6 | 7 | - | Tracy Ingle | 152 | - | - | - |
| Joseph Tavilla | 3593 | - | - | - | Jacob Allen | 104 | - | - | - |
| Richard Dweck | 3242 | - | - | - | | | | | |
| Nick Linsky | 3102 | 3 | 1 | - | | | | | |
| Bill Hanson | 2916 | 2 | - | - | | | | | |
| Michael Byrne | 2850 | 8 | 4 | - | | | | | |
| Ed Hoffer | 2823 | 1 | - | - | | | | | |

wait to get back home. The year 2003 went by so fast, it is over and another is just starting? This year was a very good year indeed; we have a combined mileage reported of 269,731 miles. Can you believe that's more than 10 times around the world? How about 1/4 the way to Mars or maybe 12,000 times to Ben and Jerry's in Vermont. I think I'd choose the latter. There are so many congratulations to go around that I would like to give for certain achievements this season but instead I will thank all of you for having a great year and for contributing to the club in this fun way. We all like to see how each other are doing and it looks like we are doing well. So great job and keep me posted with your miles for 2004. Ride for fun, your health and your sanity and please ride safely.

Jamie King

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.

The Popsicle days are upon us again, you know the days when you go for a ride and your toes feel like popsicles and you can't

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

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Leader: Arnold Nadler, 978-745-9591, ardnadler@aol.com

Co-leaders: Mike Barry, 781-762-2784, msbarry657@juno.com and Iva Kazda, 781-646-9344.

The View From the Road

by Eric Ferioli

Sometimes, while cycling, you see some interesting and odd things along the way. One day, in the middle of the road, after having been run over repeatedly and completely embedded in the pavement, was an entire box of Powerbars. I always thought those things would make good asphalt patch.

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| Broadway Bicycle School 351 Broadway, Cambridge | (617) 868-3392 |
| Burlington Cycle 428 Boston Rd., Billerica | (978) 671-0800 |
| Cambridge Bicycle 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 |
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|---|----------------|---|----------------|
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| 66 Needham St., Newton | (617) 527-0967 | CrossRoads Ctr., Burlington | (781) 272-2222 |
| Landry's Bicycles 151 Endicott St., Danvers | (978) 777-3337 | Endicott Plaza, Danvers | (978) 774-3344 |
| 574 Washington St., Easton | (508) 230-8882 | 686 Worcester Rd., Framingham | (508) 875-5253 |
| 303 Worcester Rd., Framingham | (508) 875-5158 | St. Moritz 475 Washington St., Wellesley | (781) 235-6669 |
| 276 Turnpike Road, Westboro | (508) 836-3878 | Town and Country Bicycle 67 North St., Medfield | (508) 359-8377 |
| Marblehead Cycle 25 Bessom St., Marblehead | (781) 631-1570 | Travis Cycles 7 Oak St., Taunton | (508) 822-0396 |
| National Ski and Bike 102 Washington St., So. Attleboro | (508) 761-4500 | 722 N. Main St., Brockton | (508) 586-6394 |

Charles River Wheelmen
1 Gleason Road
Bedford, MA 01730

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Join The Charles River Wheelmen

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:

1. 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.
2. fully understand that: (a) Bicycling activities involve risks and dangers of serious bodily injury, including permanent disability, paralysis and the risk of death; (b) these risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the Activities, the conditions in which the activities take place; or the negligence of the other participants designated below; (c) there may be other risks and social or economic losses either not known to me or not readily foreseeable at the time; and I fully accept and assume all such risks and all responsibility for losses, costs, and damages I incur as a result of my participation in the Activities.
3. hereby release, discharge, covenant not to sue, and agree to indemnify and save and hold harmless CRW, their representatives, administrators, directors, agents, and employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of premises on which the Activities take place (each considered one of the participants herein) from all liability, claims, demands, losses, or damages on my account caused or alleged to be caused in whole or in part by the negligence of the participants or otherwise, including negligent rescue operations.

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

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:

- | | | |
|---|---|---|
| <input type="checkbox"/> Ride Leader | <input type="checkbox"/> Publicity | <input type="checkbox"/> Legislative Action |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Membership | <input type="checkbox"/> Newsletter |
| <input type="checkbox"/> Host a post-ride party | <input type="checkbox"/> Special Events | |
| <input type="checkbox"/> 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.