


Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXVIII, Number 3 · March, 2004

Free Admission to a CRW Century!

Yup, that's right, you are entitled to get into one of CRW's three annual centuries for free...if you lead a CRW ride this year. We say thank you to our ride leaders for their part in keeping the club going by awarding free admission to one CRW century. You can choose the Spring or Fall century or Climb to the Clouds. Details on how to redeem the admission reward will be sent out to ride leaders via the ride leader email list. If you are not yet a CRW ride leader for 2004, you still have time to get in on this deal and help support the club by leading or co-leading a ride. Contact any Rides Committee member if you're interested (see <http://www.crw.org/contacts.htm> for info). You can check out the 2004 weekend rides calendar and see the list of open slots at <http://www.crw.org/2004Rides.htm>.

THANK YOU 2004 ride leaders!

NOTE: if you've changed email address recently, please let a committee member know your new address, so you won't miss out.

Safety Corner

by Bob Zogg

Welcome to the first installment of the Wheel People Safety Corner. In this corner you'll be seeing monthly tips and discussions of safety issues related to cycling. Our goals are simple-to keep you safer on the road, and to maintain good relationships with the communities in which we ride. Our motivation is simple, too-we actually care about you!

We want to do this by challenging you to think about how you ride so that you can identify ways to ride more safely and courteously than you already do. We will also encourage you to hone your riding skills so that you are better equipped to handle sticky situations when they arise. There are also some things we don't want to do. First, we don't want to tell you what to do. It's a free country, and you're a full-grown adult! The only time we may sound a bit preachy is when a member's actions can impact the safety of others or our relationships with the communities in which we ride. Second,

we don't want to bore you to tears with mind-numbing drivel pitched at the lowest common denominator. You get enough of that already. Third, we don't want to make you apprehensive. To the contrary, we want you to have the knowledge and skills that will make you more confident and comfortable on your bike.

Confidence is a key component of safety. It's been argued that the health benefits of cycling far outweigh the risks of injury. We just want to encourage you to push that risk/reward balance even further in your favor.

We will try to keep in mind a few premises as well. First, none of us has totally mastered safe and courteous riding. We can all do better. Second, you don't have to be stupid to do stupid things. We experience many pressures to short cut safety, such as peer pressure, competitiveness, desire for riding efficiency ("What, me brake?"), fatigue, and anger. Third, you're an intelligent, thinking

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Babz Bike Bits

"Under cover artist"

by Barbara Clough

I sneak out under cover of darkness in urban camouflage: jeans, puffy jacket, sneakers. I blend in with the crowd, or rather the neighborhood. Under my coat I carry a can of white spray paint and a rag to wipe the evidence from my hands. I saunter along the sidewalk - trying to look like I'm just one of the masses, and not a petty criminal about

to deface public property. I start to think this is what taggers and graffiti artists must feel; this buzz as they contemplate the risks, the audience, the danger of moving vehicles. Because I'm not going to spray paint just any dull safe wall behind a fence. No, I want a bigger, more dangerous, but more satisfying target. I want the road.

Ever since the night I hit that bump and went flying, I have contemplated some method to make my commute safer. Coming from a tradition of visual artists and performance artists, I racked my brain for a good method of bringing attention to the torn up, plow

Babz Bike Bits - Continued on page 6

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.

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Intro Rides	Jenny Craddock.....	617-332-4098
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Wednesday Wheelers.....	Dick Arsenault.....	781-272-1771
Wednesday Ice Cream Ride.....	Gabor Demjen.....	781-237-0602
	Eric Evans.....	617-527-0517
Thursday Fitness Rides.....	Rich Taylor.....	978-287-4921
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
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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

February 3, 2004



In Attendance:

Board Members: Bill Widnall, Andrew Brand, Connie Farb, Rita Long, Barry Nelson, Paul Schimek. Others: Eric Evans, Linda Nelson, Marty Weinstock, Don Blake.

Minutes

Minutes from the January meeting were approved as published.

Announcements

The board will not sponsor anyone to travel to Washington DC to represent it at the annual LAB meeting. The CRW will not be at the Boston Bike Show.

New Secretary

Janet Tortora has volunteered to be the CRW Secretary. Janet brings to the position her experience taking minutes for other organizations.

Constitutional Amendments

The group working on CRW's federal tax exempt application is nearing completion of its proposal for changes to the club's constitution to facilitate the application. Most of the changes are to make informal wording more legalistic.

Finance

The finance committee presented the FY 2003 financial results and the proposed 2004 budget. In 2003 Total revenue was \$40,134, expenses were \$35,184 which included a \$5,000 donation to Mass Bike. The operating surplus was \$4,950 which was \$4790 more than was planned. The surplus was primarily due to better revenue on the centuries, none of which were rained out.

The 2004 budget was largely the same as last years, except for the following variances:

\$1800 -- selling of unsold Cycling Jackets
-\$1000 -- Federal filing fee for 501(c)3 application and associated vote on the constitutional amendment

Increase from \$100 to \$500 the budget for the Holiday Party

Decrease from \$500 to \$100 the budget for the social committee since all social events are to be self funded.

Rides Committee

Rides calendar is full up to August except for two holiday weekends and four Saturdays. The ride leaders reward this year will be a free admission to one of the centuries. March 28th is the ride leader's party.

Safety

The rides committee will focus on safety this year and plans to submit an article each month to WheelPeople.

Membership

981 Memberships, 1185 Members, 5 New, 8 Expired, 17 Renewals.

January 2003:

1022 Memberships, 1219 Members, 6 New, 3 Expired, 6 Renewals.

Charity Policy

The group discussed making a section of the web site that lists charitable events with their date and a hyperlink to the event. The web page would contain a statement that the club does not endorse or recommend any charity, but posts the links for informational purposes only. To be published someone would send an email to one of the board members. The club would not publicize an event if it conflicts with one of its centuries. A concrete proposal will be supplied by the next board meeting for further discussion.

Boston Phoenix Discussion

The CRW has an opportunity to participate with the Boston Phoenix in their Bicycle Supplement. In exchange for publicity and some opportunity to influence editorial content, the CRW would allow the Phoenix to distribute its supplement at the spring century. The Phoenix also wants some sponsors to be allowed to distribute samples at the century. The club has decided not to join with the Phoenix in soliciting charitable donations to the Lance Armstrong Foundation. The board is prepared to vote on the issue as soon as it obtains more information on how many commercial sponsors would be at the century, and how much influence we would have over content.

Respectfully Submitted
Andrew Brand, Board Member

WELCOME NEW MEMBERS

Arthur Meacham	Cohasset
David Long	Medfield
Victor Lewis	Brookline
Edward Friedman	Arlington
Judy Niedzwecki	North Attleboro

What's Your E-Number?

by David Cooper

My significant other is a birder. Birders have their lists - life lists, year lists, state lists, yard lists - the list of lists goes on and on. And I'm almost as compulsive about my bicycling records - days I've ridden, total mileage for the year, average speed, heart rate, and so forth. She is also a physics teacher and as such she reads some pretty heavy stuff. Last summer while she was reading one of those books*, she mentioned that British astronomer/physicist Arthur Stanley Eddington (best known for his measurements of the bending of starlight by the Sun's gravity, which confirmed Einstein's theory of general relativity) was also a very serious cyclist. And, being a numbers guy, he had an interesting way of measuring his cycling progress. He called it his Eddington number -- where E equals the number of days he had cycled more than that same number of miles. At the time of his death in 1944, Eddington's E-Number was 87, meaning that on 87 days in his cycling career he had cycled 87 miles or more.

I was intrigued by this story. What was my E-number? It wasn't too hard to figure out. From my cycling records of the past 6 years, my E-Number is 63. But now I'm realizing how difficult it is to increase it. Not only does it require longer rides, it takes more of them. Each time you increase your number, those rides of mileage up to and including the old E-Number no longer count. For example, if I ride 10 mile rides on 10 days my E-Number is 10. To increase it to 11, none of the first 10 mile rides count toward the new number.

As a club, the Charles River Wheelmen has many rides of 40 to 65 miles, making it easy for someone to have an E-Number in that range. For most of us, except those club members who ride a century every month, it gets much harder to raise an E-Number into the 70s and above.

Do you need another way to measure your cycling history? Figure out your E-Number.

**The Constants of Nature: From Alpha to Omega -- the Numbers that Encode the Deepest Secrets of the Universe by John Barrow*



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.



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.

29th Annual Tour of New England

May 29 - 31, 2004

Every year on Memorial Day weekend the Charles River Wheelmen (CRW) run a three-day bike ride through the six New England states. On the first day the ride starts in MA, then it goes through RI and CT, back through MA and the ends in Brattleboro VT. On the second day we ride from Brattleboro to Dover, NH. On the third day we return to MA via ME and the seacoast of NH. Mileage the first day is about 150 and about 100 the second and third. Last year a contingent decided

not to venture south to RI and CT making it the Tour of Northern NE but reducing the first day's riding to about 100 miles. People who want to do this shorter route are completely welcome. There is one official starting point for the ride Lincoln, MA. Many of the veteran riders start at their own houses and meet us on the route.

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

The cost of the ride is \$99. Please make
CRW Trips - Continued on next page



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.

Bridges of Sudbury

Sunday - March 7

Times and Routes: 10:30 AM, 27 miles

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

Ride Type: Cue Sheet

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

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

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

Whitehall Whiteout

Sunday - March 14

Times and Routes: 10:30 AM for 34 or 24 miles

Leaders: Fred Mueller (508-485-7476)

Ride Type: Cue Sheet and Map

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 Rte 30 West to Rte 9 West; 1 mi. to "Framingham/Southboro Rt 30" (green sign) ramp; Right on Edgell Rd; 300 ft. to left @ Old Town Hall/Common. From West: MA Pike to exit 12, Rte. 9 East 2 mi. to "Main St./Edgell Rd." (green sign) ramp; Left on Edgell/Main St.; 500 ft. to left @ Old Town Hall/Common

Northwest Passage (CW) Revisited

Sunday - March 21 (First Day of Spring)

Times and Routes: 10:30 AM for 25 rolling miles.

Ride Type: Arrow Assisted, Standard White Arrow with head and tail, plus cue sheet.

Leaders: Joe Repole (508 879-6340)

Highlights: The ride heads northwest thru Framingham, Ashland, Southborough, and Marlborough. Most of the ride is on quiet residential and rural back roads with few traffic lights. Points of interest include reservoirs and Calahan State Park.

Start: Framingham, 15 Gryzboska Circle

Directions: From the Mass Pike take exit 12, then Route 9 east to Temple St. (2nd traffic light). Right on Temple St. to end. (If traveling west on Route 9, take a left on Temple St.) Right at end onto Salem End Rd. First right is Gryzboska Circle. Park on Gryzboska Circle.

A Serene Ride

Sunday - March 28

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: Eric Ferioli (781-235-4762)

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.

COME JOIN US THE FIRST WEEK IN MAY AND EXPERIENCE THE BEST WAY TO ENJOY IRELAND...ON YOUR BIKE! WE WILL BASE OURSELVES IN BELFAST CITY, THE MAIN CITY IN THE NORTH OF IRELAND, AND EMBARK ON DAY TRIPS THROUGH THE BEAUTIFUL AND SCENIC ROADS OF COUNTY DOWN AND COUNTY ANTRIM. YOU WILL ALSO HAVE THE OPPORTUNITY TO EXPERIENCE THE CULTURE AND HISTORY OF IRELAND THROUGH GUEST LECTURES AND VISITS TO HISTORICAL SITES. WHAT ARE YOU WAITING FOR? COME ENJOY THE COUNTRYSIDE AND HOSPITALITY OF THE EMERALD ISLE ON THE TRIP OF A LIFETIME!

PAUL PELAN, AN EXPERIENCED CYCLIST AND A BELFAST NATIVE, WILL BE LEADING THE RIDES.

FOR MORE INFORMATION, PLEASE CONTACT PAUL AT: 508.346.3035 OR VISIT OUR WEBSITE AT:

WWW.HIGHEREDABROAD.COM

CRW Trips - Continued from page 4

checks out to the CRW. The cost includes two nights in a motel (double occupancy), baggage transportation, some snacks, a detailed cue sheet and pizza at the end of the ride. This is a hard tour at 100+ miles each day. There is bag transport but no sag. Be prepared!

Participation is limited to the first 34, so please sign up early.

Registration and/or questions to: Walter Page, whpage@comcast.net, 781-259-8598.

person, and you like the idea of being safe and courteous when you ride. (Otherwise, you wouldn't still be reading this.)

When it comes right down to it, safety is about the choices that you make all the time, whether they are thought out or simply habitual. For example, while cycling (or preparing to cycle) you may choose whether to a) check the condition of your bike, b) wear bright or dark clothing, c) signal your intentions, d) ride single file, e) follow another cyclist into an intersection, f) look behind you before moving to the left, or g) make an angry gesture at a rude motorist. The key is realizing that you are making these choices all the time, and that you can choose the safer course of action if it's important to you.

Try this exercise. Each time you finish a ride, ask yourself "Where could I have made a

safer/more courteous choice?" Think about all the points along the ride at which something could have gone wrong (even if it didn't). Think about what information you took in, what information you may have overlooked, and how you reacted (or failed to react). What were your choices? Were the choices you picked the best ones?

You may want to check out John S. Allen's "Street Smarts", available at your favorite cycle shop or online at www.crw.org > Information > Street Smarts. We may add more safety-related content to our website as the season progresses.

To help us keep track of how we are doing, please report any injuries occurring on CRW rides to the Safety Coordinator, Bob Zogg

(zogg.r@tiaxllc.com or 617-489-5913).

Remember, safety is about choices. What choices will you make?

ravaged streets of Boston. Bingo! Installation art - that's how I preferred to think of it: not graffiti, not defacing public property, not vandalism, but rather, a painless and destruction-free method of bringing attention to a problem.

I picture the bumps in my mind, and begin to see them as basic elements in a drawing. The slight bump that sent me to the hospital - it has the shape of a tongue lolling out of an open mouth, the look of someone who imbibed far too much at the Superbowl Party and is now passed out on the sofa while all his friends sit around rehashing the game and occasionally throwing popcorn and other odd food bits at his head. But I go further, a face with longish hair slightly tousled, eyes closed, tongue lolling, painted on the road for every car to see, every bike, every pedestrian. I'll be famous.

Further down on the other side of the road is a large, gaping hole. It must be six inches deep with ragged edges and filled with bits and pieces of the cars and fragments of rim that shattered when some unsuspecting motorist hit it and plunged down its depths. For all I know there may be a colony of Lilliputians living in the depths of that hole like the beings in "Horton Hears a Who" living on the dust speck. I see it as the face of an ogre, mouth wide open, waiting for its opportunity to eat small children passing by without their parents. I paint giant ears sticking out, outline the gaping maw in white with jagged edges as if he emits lightning when he roars. Hair sprouts out the top of his head and his beady eyes are close together as if he's one generation removed from being a Cyclops. Stay away children, stay away!

They all have personalities, these bumps and holes. I know them, they're in cahoots. If one doesn't get you, there's another lying in wait to move just a bit closer to the oncoming cyclist; scurry out into her path because this is the gauntlet that needs to be run on a daily basis. I paint and paint and paint, dodging cars, slipping my can under my coat and lounging nonchalantly against the chain link fence when the MBTA buses come past. But in a flash I'm back out there, making faces, divining their personalities. I see a citywide movement, then nationwide. We may not get the roads fixed, but the ride will be more entertaining!

For comments, complaints, or commiseration, I can be reached at babz2000@yahoo.com.

Note to Ride Leaders

You have the last and best opportunity to influence safety and courtesy on a CRW ride. Do you recite in monotone the safety tips from the "CRW Ride Leaders' Guidelines"? Does your safety talk give the impression that you would really rather be riding? Suggestion—think about one or two safety/courtesy points that are really important to you, and focus your safety talk on those points. Keep it short. Be energetic and enthusiastic. Let your passion come through! You might be surprised by how influential you can be!

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(Sheldon Brown is the web guru of cycling, everything you ever wanted to know about cycling can be found on his web site: <http://sheldonbrown.com>)

Where does it hurt?

ACHILLES TENDONS

The Achilles tendons are the tendons at the back of the ankle, connecting the calf muscle to the heel. If you have pain in these tendons, it usually indicates a problem in pedaling technique. Achilles tendon problems often result from "ankling" during the pedal stroke. This is occasionally related to having the saddle set too high, forcing the cyclist to point the toes excessively to reach the bottom of the pedal swing. Having your cleats set too far forward, or otherwise pedaling with the toes. The farther forward the contact between the foot and the pedal, the greater the stress on the Achilles tendons.

ANKLES

Ankle pain while cycling is often the result of "ankling" while pedaling. It may also result from being flat-footed, in which case orthotic shoe inserts are a likely remedy. Another possible cause of ankle pain is a bent pedal or crank, causing the foot to wobble back and forth as the pedals turn.

BACK

Back pain while cycling is usually caused by poor cycling posture. Good cycling posture is very different from good posture while sitting or standing. A posture that is comfortable for sitting still will not necessarily be comfortable while actually riding a bicycle. Correct cycling posture must facilitate the pedaling action, and also must enable the rider to cope with the jolts that result from road irregularities. When riding a bicycle, the back should be arched, like a bridge, not drooping forward between the hips and the shoulders. If the back is properly arched, bumps will cause it to flex slightly in the direction of a bit more arch; this is harmless. If you ride swaybacked, bumps will cause the back to bow even farther in the forward direction, which can lead to severe lumbar pain.

Some back-pain sufferers modify their bicycles with extra-high handlebars so that they can sit bolt upright, with their spines straight. This is actually counterproductive in most cases, because a straight spine has no way to "give" when the bike hits bumps. Road irregularities will jam the vertebrae together, often aggravating existing back problems. The bolt-upright posture is

comfortable if you're sitting stationary on the bike, but is not suitable for riding much faster than a brisk walk. Riders who for some reason require such a position should use some form of suspension...a sprung saddle at the very least.

FEET

Foot discomfort is often the result of inappropriate footwear, specifically shoes with

soft soles that concentrate the pedal pressure on isolated parts of the foot. It can also be related to riding in a too-high gear, which results in more pressure of the foot against the pedal. Some cyclists are hypersensitive to having their feet overheat while riding. An excellent solution to this is to wear cycling sandals. Cycling sandals are a fairly new development, and most people's initial reaction to them is "what a goofy idea." In practice, however, they are very comfortable in warm weather. For longer rides with sandals, you should wear socks to protect against chafing.

FINGERS

Numbness of the fingers is a potentially dangerous symptom, often related to carpal tunnel syndrome. This is one of many problems which can result from bad upper body posture.

The Two Bump Problem

Like your bottom, the heel of your hand has two bumps, with a sort of valley between.

There are important nerves which run through this valley, and it is important to avoid excessive pressure here. One common cause of excess pressure on this "valley" is riding on the top corners of drop bars in such a way that the bar presses here.

As with saddles, the "two bump problem" can actually be exacerbated by excessive padding! If you use thick foam handlebar grips, and/or gloves with too much foam/gel padding, the "bumps" that are best able to carry weight will press through the foam, but the foam in the middle will press back at the valley. Thus, as with saddles, too much foam/gel can worsen the problem it was intended to correct!

Wrist angle.

Numbness can also be related to poor wrist

positioning. Generally, the wrist should be held so that the hand is pretty much in line with the forearm. If your hand is bent upward from the forearm, the nerves can get pinched, causing numbness.

KNEES

Cycling, done properly, is much less stressful to the knees than many other aerobic activities, since there's no impact involved. Nevertheless, knee injuries do occur, usually as a result of poor technique or position.

Gear Selection

A principal cause of knee problems is over-stress as the result of using too high a gear. For more on this, see my article on Gear Shifting.

Saddle Height

Another common cause of knee problems is incorrect saddle adjustment, particularly if the saddle is too low. See my article on Saddles for more details on this.

Cleat Adjustment

Some knee problems result from incorrect placement of shoe cleats. Everybody has a natural angle that each of their feet prefers to be at; some are duck-footed, some are pigeon-toed, whatever. When you walk or ride with plain pedals, your foot assumes this angle, and everything is hunky-dory. If you use cleated shoes and matching pedals, it is important that the cleat is adjusted so as to permit your foot to be at its natural angle.

Bicycling and Pain - Continued on page 10



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Winter Cross Training For All Cyclists

by Michelle Grainger

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Winter is here. Most cyclists are ready for a break from the long season. Cyclists who feel they do not need to take a break and switch to some other activities are doing more harm than good because it is important both physically and mentally to take a break from the discipline of bicycle racing. You do not want to look at this time as the "off season" as you will not be sitting on the couch for the winter months. It is a switch to other aerobic and strength activities with a decrease in volume and intensity until February or March.

The body responds to a system of cycles throughout the year, that I call "stress plus recovery equals adaptation." This goes for everything you do from a single workout to a week's program to a month's plan and finally to a whole season. Without a recovery phase at the end of the season you will not be ready to adapt to the next season. This transition

or cross training phase will promote a higher level of skill in both physical and mental adaptation. By mixing up your training you will come out ahead next season. The transition to another sport or activity should be preceded by a period of 10-14 days of total rest at the end of your racing season. For most athletes the cross training period is usually from October through January.

It's hard to take time off from the structures of your training plan and the challenge is to find alternatives that will keep you satisfied. You want to maintain your fitness and build your reserves to carry over into your spring training. Everyone has seen the athlete who worked so hard on his/ her training, keeping the winter volume and intensity at levels equal to most spring training rides. This athlete came into the spring winning every race . . . and in June you never saw the athlete again. Do not make the mistake of staying race ready but keep aerobic conditioning at moderate levels. The key to the next season's success during the off-season is to not lose your cardiovascular fitness. You want to keep

your aerobic base from the previous season and carry it into the next season. Keep up slow, easy rides and make them fun or play on the bike and practice bike handling skills. Some athletes add commuting or cyclocross to stay on the bike in the winter months without keeping a regimented program.

A volume of about a third to a half of your regular season's hours will be sufficient time on the bike. Do intensity rides only one or two times each week, with fewer, shorter intervals than during the main season. If you want to compete in another sport add more volume and intensity to that sport and ride two very easy days on your bike for the remainder of the week's volume. If you want to add intensity do so in other activities you choose as your cross training. Some of these activities include practice drills on the bike, weight training, running, hiking, snow shoeing, skiing, and yoga and flexibility classes often found in a gym.

If you are a road racer, pedaling drills, mountain bike skills and technical riding can be very challenging and fun while improving

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agility and bike handling. These are good weekend activities and a way to get off your in-door trainer.

Drills on the road or mountain bike include single leg pedaling for one to five minutes with varying amounts of recovery. You can mix this up by doing all sets with one leg or alternating sets with each leg. You can add variations to this drill with increasing your pedal stroke or cadence to 90-120 rpms. I recommend this drill for all cyclists because this drill helps you to be aware of any bouncing on the saddle and strength discrepancies in either leg. Single leg pedaling drills vastly improve the economy and efficiency of riding.

If you live in an area that has mild winter conditions you may want to look into running or jogging classes. Keep in mind that injuries can occur if you are not used to running because running can be very hard on ligaments and tendons. Try a very slow jog for 15 to 20 minutes at a time the first two weeks. If you like running and have no problems with injuries, you can increase your time up to about one hour at 65-75% of your max heart rate. Do not run on consecutive days in order to give your body time to recover. Do your running or jogging two times each week and spin on the bike easily on non-running days, adding a couple of rest days for recovery. This allows you to keep the mechanics of spinning and muscle memory.

Hiking or snow shoeing can be added into your training plan the same as running and jogging but you can add a little more intensity as you do not get the jarring on joints and ligaments like running. Carrying a moderately heavy pack will allow strength training while enjoying the outdoors. Pick long hikes and areas with steep climbs, as this will give you the added benefit of working the gluteals, the hamstrings, the quadriceps and the calves. All are areas that will transfer to more power on the bike when you get ready to do some hill climbing in the spring months.

If you enjoy spinning classes, these are a good way to do your strength conditioning or intensity training. Do these one day a week with one of your rest days following. This specific strength and intensity training will transfer better into your spring training and help prevent any injury while mixing up your routine.

The gym or weight room offers a variety of activities to keep you motivated. Weight training is an excellent way to improve total body muscular fitness. Weight training 2 to 4 times a week should be included with your aerobic fitness throughout the winter.

The article by Kehlenbach and Hughes gives a basic program. A good weight trainer or your coach write a more specific program that fits your future cycling needs. You can double up your weight training with another aerobic work out on the same day.

Many cyclists live in areas of the country where winter means cold, snow and mud. These conditions are a great reason to switch to another sport to maintain aerobic fitness.

Cross training allows athletes to mentally get away from the bike while maintaining aerobic fitness.

Cross-country skiing, both classic and skate skiing, and snow shoeing are great ways to enjoy the winter months and are a challenging way to work on cardiovascular fitness. With these sports you may add more intensity than with running or jogging due to a lower chance of joint injury. They use more multiple upper body muscle groups than in cycling, and thus can provide increased anaerobic training.

In the winter months, I tell my athletes to practice flexibility. Flexibility is a very important as part of the training program as it helps connective tissues (muscles, ligaments, and tendons) resist injury during awkward or explosive movements and crashes. Flexibility for cyclists helps to improve handling skills, power, core strength and agility. It also increases protection from training injury from either high volume and/or intensity.

You can find several different types of flexibility classes at your local club to take three times a week. Two classes that I recommend you look for are the Fit Ball/Medicine Ball classes and yoga. Many of these classes teach core (abdominal and back) strength and balance. The main focus of these classes is to teach our bodies to react positively to an unstable environment, to prevent injury and to rehabilitate new and old injuries. Athletes in sports with unpredictable situations or possibilities of high impact crashes, and read-and-react quickly situations benefit from flexibility classes. Many cyclists have a dominant leg or imbalance with a

certain muscle and will benefit from more flexibility and balance.

Flexibility can also be improved through swimming. Pools are easy to find in almost any gym and swimming is a good choice because the risk of injury is very low. Remember that it is not easy to keep your hourly volume high in swimming, as it requires skill and technique. Swimming uses many muscles new to the cyclist but is a great way to achieve total body fitness. Start out with a swimming group such as a masters club and get a great cardiovascular workout.

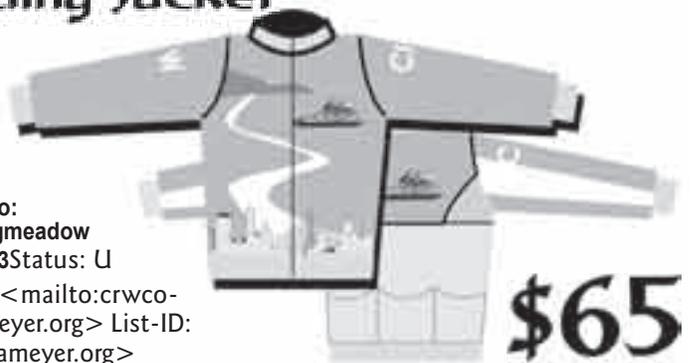
Cross training allows athletes to mentally get away from the bike while maintaining aerobic fitness. It is a way to find variety and challenges in other sports. Cross training is a beneficial part of a cyclist's training whether you are a road or mountain bike racer, ultra distance or short distance racer.

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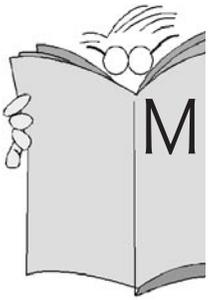
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Little Jack's Corner

by Jack Donohue

Massachusetts has some very nice roads for cycling. Unfortunately, Massachusetts also has roads in the worst condition I've seen anywhere except in third world countries.

Cycling these roads in the spring has a lot in common with white water canoeing. You have to pick your line very carefully, else tragedy strikes. Of course white water enthusiasts don't have the added challenge of avoiding craters while at the same time not being run over by a two ton SUV as you swerve to avoid the latest hazard.

They do occasionally attempt to do repair work. Every once in a great while, a road is resurfaced (usually just after ride arrows have been put down), and life is sweet, but mostly, they just come out and dump some asphalt on the most egregious craters, forming, in the words of Pamela Blalock, "potlumps," basically, a little hill whose highest point from the surface of the road roughly equals the depth of the hole they were trying to patch.

Then there's the "Hollywood Squares" approach. To fix a few hairline cracks, the

excavate a four foot wide section and fill it in with lumpy asphalt sunk about an inch below the rest of the pavement. Another slalom course.

Then for some reason they decide to "repair" the hairline cracks in the road by dribbling hot asphalt everywhere within a two foot radius of the crack. So now the road is much lumpier than ever. The effect is sort of like the "magic fingers" of a bed in cheap hotel, except not as pleasant.

These ersatz repairs if anything worsen the situation for bike riders. They should just save up their pennies and do a real repair.

I know from experience that this is a Massachusetts phenomenon. When you go to bordering states, you immediately notice the difference. When I was helping arrow the Spring Century, at one point it occurred to me that there was something different about the roads I was on. The difference was that they were a continuous surface of flat asphalt, and I quickly deduced the reason for this was that I was now in New Hampshire. I had occasion to spend a couple of weekends in Connecticut, with similar experience. Actually, I had a direct comparison there as well, since one ride I did took me into Mas-

sachusetts, where, you guessed it, the road conditions deteriorated.

To be fair, they have done proper repairs on many of my favorite roads over the years (North Road in Carlisle is a good example). But then other roads that they redid not too long ago have already developed canyon size craters.

Apropos of this, here's an email exchange that took place a while ago:

- > The Word of the Day for August 3 is:
- >
- > macadam \muh-KAD-um\ noun: a road-
- > way or pavement of small closely
- > packed broken stone

Not to be confused with masscadam \mahs-KAD-um\ noun: a roadway or pavement in Massachusetts of large loosely packed chunks of broken macadam interspersed with holes of crater proportions, sand, twigs, and dead animals.

Example sentence:

"After riding several hundred miles on the early spring masscadam, my frame developed hairline cracks, and both wheels had to be replaced."

Bicycling and Pain - Continued from page 7

If your cleats are misadjusted, the resulting twist on your lower leg will affect the alignment of the knee joint, and cause serious problems. This is less of an issue if you ride pedals with "float" (limited rotational freedom) in the cleat attachment. Most newer clipless pedals offer at least some float.

The N.E.C.A. Fit-Kit © includes a cleat adjustment procedure called the "R.A.D." (Rotational Adjustment Device) which is very worthwhile for "problem" cleat fittings.

Lateral Movement--Chondromalacia

The knee joint is basically a ball-and-socket joint, with the ball at the bottom of the femur and the socket at the top of the shinbone. A common cycling-related injury is called "chondromalacia", and has to do with irritation of the cartilage pad in the "socket" which provides lubrication for this joint. Reputedly, an edge of this cartilage can get turned up and dog-eared, causing irritation and inflammation. Chondromalacia is often blamed on lateral movement of the joint, and a common prescription is to strengthen the quadriceps muscles which run along the front of the thigh and along side the front of the kneecap. It is these muscles which

provide lateral positioning for the joint. The usual exercise prescribed for this is to sit in a chair with one leg at a time held out straight, unsupported. Sometimes it is suggested to place a pillow or other weight on the foot for this exercise.

Something the doctors don't seem to think of suggesting, but which really helped me a lot, is to make a conscious effort to avoid lateral knee movement during the pedal stroke. Watch your knees as you ride (in a low-traffic setting!) They should move up and down as you pedal, with no sideward motion. Many cyclists have a sideways hitch in their pedaling motion, which I believe is a major contributor to chondromalacia. If you pay occasional attention to this, it doesn't take long to train yourself to keep the knees in line.

Long Cranks

The longer your cranks are, the farther your knees will have to flex on each stroke. Different riders will have different amounts of flexibility in this regard, but riding with longer cranks than you are used to can definitely cause problems.

Hands

If the skin of your hands gets sore, cycling gloves can help a great deal. If you ride bare handed, sweat may make your hands slippery, and this can lead you to grip the bars too tightly.

Neck

Neck problems are most often due to poor cycling posture. An occasional source of neck trouble is poor adjustment of a helmet, specifically, a helmet which is too far forward on the head. If the helmet is too low in front, the rider is forced to tilt the head upward to keep the helmet from blocking the view forward. Sharp backward bends in the neck can cause severe problems, so make sure that your helmet is properly fitted for your riding style.

Riders with a more aggressive riding position need to wear their helmets farther back than those who sit more upright.

Poorly fitted eyeglasses can also cause this problem. If your glasses slide down your nose you may have to tilt your head up higher to be able to be looking through, not over, the glasses.

Continued next month.

January Mileage Totals

		9	0	6	5
--	--	---	---	---	---

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Gerald Goode	1322	-	-	1	Glenn Ketterle	179	-	-	-	Jamie King	17	-	-	-
Bruce Ingle	653	-	-	-	Irving Kurki	175	-	-	-	Jeff Luxenberg	16	-	-	-
Robin Schulman	606	-	-	-	Andrew Brand	150	-	-	-	Frank Aronson	7	-	-	-
Jack Donohue	560	-	-	-	Melinda Lyon	136	-	-	-					
Nick Gowen	551	-	1	-	Butch Pemstein	118	-	-	-					
Chris George	510	-	-	-	Ken Hablo	112	-	-	-					
Steve Robins	445	-	-	-	Lincoln Ross	105	-	-	-					
Don MacFarlane	444	1	-	-	Gary Smiley	100	-	-	-					
Tod Rodger	413	1	-	-	John Allen	89	-	-	-					
Cory Lovett	378	-	-	-	Gabor Demjen	61	-	-	-					
Joe Repole	301	1	1	-	John Kane	61	-	-	-					
Bill Hanson	260	-	-	-	Bob Sawyer	50	-	-	-					
Richard Dweck	255	-	-	-	Tracy Ingle	45	-	-	-					
Nick Linsky	242	-	-	-	Greg Tutunjian	41	-	-	-					
Paul Hardin	219	-	-	-	Marc Webb	20	-	-	-					
Lisa Weissmann	195	-	-	-	Jim Broughton	19	-	-	-					
Peter Brooks	191	-	-	-	John Springfield	19	-	-	-					

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).

Rhode Island MS 150: A Charity Ride for the "Beginner"

Some of the less trained, less "serious" cyclists in the club may feel a bit intimidated by the Pan-Mass Challenge and similar charity rides. The intimidating factor is not the distance, but the "mandatory minimum pledge," \$1,500.00 guaranteed by the cyclist. The Rodman Ride is less financially intimidating, with only a \$500.00 mandatory minimum. Either takes a good handle on requesting and collecting pledges to avoid having one's credit card charged for the uncollected remainder of either, and a lot of people are shy about that much canvassing.

A far more "friendly" ride comes from "Little Rhody;" the Rhode Island Multiple Sclerosis Society's Fidelity Investments MS 150 Bike Tour. This overnight ride (two days of about 75 miles each) is well supported: rest stops no more than 15 miles apart, plenty of sag wagons, free repair tents at most rest stops, and radio-equipped "Blue Knight" motorcyclists traversing to assist cyclists in need. The total entrance cost and fee for a night in dormitory-style lodging is \$75.00 (two sit-down meals and snacks along the way included!), and the "minimum pledge" is only \$200.00. If you don't have even eight friends with \$25.00 each to spare (e.g., if you are a divorce lawyer like this pudgy cyclist), you can still do good by writing a \$275.00 check yourself and calling it a bicycling vacation (\$200.00 of which is tax-deductible!). This in no way suggests slacking off on your

fund-raising, of course -- but the minimum is much less intimidating.

This year's route leaves from Tiverton, Rhode Island, to UMASS Dartmouth and back, allowing you to park overnight and pick up your car at the following day. The exact route is yet to be laid out (the organizers like to leave a little suspense), but this makes "coastal" appear to be the operative word. The organizers and co-riders are friendly. Entertainment is provided on Saturday night; the "Rhode Island Follies," a musical-comedy troupe singing topical Broadway parodies, has provided the last two years' entertainment.

If you take the ride, you might meet John, who has taken the challenge for 16 years on a 1950's-vintage one-speed, or some of the many people who have ride the route despite their own MS. Some young adults pull their children behind in bike trailers. Teams come from diverse groups including volunteer fire departments, hospitals, communications companies, other local companies, charitable organizations (a certain pudgy lawyer is co-captain of the "Knight Riders 330," a team based out of a local Knights of Columbus council; we would be happy to add new team-mates, whether or not you are "brother Knights"), and of course Fidelity Investments. Whoever you meet, you'll enjoy the camaraderie, you'll be well fed, and you'll have a goal to train for as spring rolls around.

The RI MS Society's website is at <http://www.nationalmssociety.org/rir/home>, though there are few details posted as yet. If you want information passed along, e-mail me at gregory.p.lee@verizon.net.

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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.