

# Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXIX, Number 1 · January, 2005

## Winter Riding



Is your bike stowed for the winter? Are you cursing the cold, snowy, dark winter days while fantasizing about spring? Well, life is just too short for that! With a little knowledge and preparation, you can keep those wheels turning 12 months of the year without undue suffering. To learn how, we sought advice from two winter cycling experts and CRW members, Pamela Blalock (<http://www.blayleys.com/articles/WinterTips/wintertips.htm>) and Dave McElwaine (<http://www.trailwatch.net/dressing.html>) and their websites. We also checked out IceBike ([www.icebike.com](http://www.icebike.com)). Here's what we learned.

For tires, go puncture resistant. Even experienced winter riders find fixing flats to be somewhere between miserable and impossible when it's really cold and windy. Dave suggests Kevlar-belted tires and checking tire pressure before every ride (to avoid pinch flats). Pamela suggests studded tires (yes, they make studded bicycle tires!) whenever roads may be icy (basically, November to March!). If using just one studded tire, mount it up front for steering control.

If your bike doesn't have fenders, add them. "Fenders are worth their weight in gold in New England", says Pamela. She adds, "I just

can't emphasize enough that fenders are one of the most valuable components for staying dry, warm and comfortable." Use full fenders

and mount each to fit closest to the tire at the rear so snow won't jam between the

Safety Corner - Continued on page 8

## "Bikers With Forks"

### CRW Dinner Series

See your friends from the cycling season at the Watch City Brewing Company, 256 Moody St. in Waltham, Thursday, January 13 at 7:00PM. If you haven't been there before, check out [www.watchcitybrew.com](http://www.watchcitybrew.com). So we can get a head count, please pre-register no later than January 10 with leader Rita Long, 781-899-9177 before 9:30PM or [RitaCLong@comcast.net](mailto:RitaCLong@comcast.net).

Directions: From Rt. 128, take Exit 26 (Rt. 20 East). Follow Rt. 20 East for approximately 1 1/2 miles (7 lights) through downtown Waltham until you see Sovereign Bank on the right. Take that right onto Moody St, and proceed to the second set of lights, where Watch City Brewing is on the left at the intersection of Moody and Pine.

## Board Election Results

In a very close contest, Don Blake, Eric Evans, and Linda Nelson, who are the three candidates receiving the most votes, are elected to serve the full-length three-year terms ending December 2007. Ra' l Raudales is elected to serve the remaining term that ends in one year, Dec 2005.

With a little knowledge and preparation, you can keep those wheels turning 12 months of the year without undue suffering.

### Your Bike

Winter is the season to de-emphasize efficiency and speed, and instead focus on comfort and survival. Choose a touring, hybrid, or mountain bike, rather than a racing bike. Who wants to wreck their nice racing bike with road salt and winter grime anyway?

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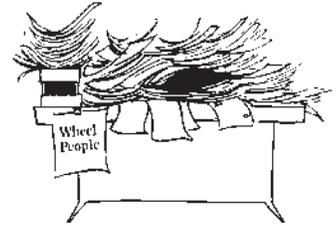
The Charles River Wheelmen is a group of active adult bicyclists which sponsors a year-round program to promote the enjoyment of cycling. During the regular season - early Spring to late Fall - at least two ride loops are available every Sunday, designed to be ridden at your own pace. The Sunday rides, 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.

Send copy electronically to [editor@crw.org](mailto:editor@crw.org). Your document should be plain ASCII text, formatting will not be preserved. If the article can't be emailed, send a typewritten or handwritten version to:

Jack Donohue  
26 Fox Run Road  
Bedford, MA 01730

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

## Insurance

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

### BOARD OF DIRECTORS

	Term Expires	
Don Blake	2007	781-275-7878
Andy Brand	2006	617-247-9770
Eric Evans	2007	617-527-0517
Connie Farb	2005	617-497-0641
Barry Nelson	2006	617-964-5727
Linda Nelson	2007	617-964-5727
Raúl Raudales	2005	978-937-3460
Tod Rodger	2005	978-456-8654
Paul Schimek	2006	617-983-9111

### OFFICERS AND COORDINATORS

President	Bill Widnall	781-862-2846
Executive Vice President	Barry Nelson	617-964-5727
Vice President of Finance	Eric Evans	617-527-0517
Vice President of Publications	Ken Hablo	781-647-0233
Vice President of Legal Affairs	Jeanne Kangas	978-263-8594
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Insurance Coordinator	Don Blake	781-275-7878
Membership Coordinator	Linda Nelson	617-964-5727
	Larissa Hordynsky	617-527-5620
Membership Information	Keith Manning	781-643-4628
Information	Ann-Marie Starck	508-877-0178
Special Projects Coordinator	Marty Weinstock	617-491-6523
Publicity Coordinator	OPEN	
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Government Relations	Ted Hamann	617-576-0475
Bike Shop Program	Suzi Melotti	617-247-3405
Volunteer Committee Chair	OPEN	
Social Committee Chair	Ed Glick	978-250-1883
Safety Coordinator	Bob Zogg	617-489-5913

### RIDE PROGRAM COORDINATORS

Vice President of Rides	Connie Farb	617-497-0641
Saturday Rides	Michael Aarons	508-651-9259
	Kelly O'Connell	781-395-1485
Sunday Rides	Tod Rodger	978-456-8654
Winter Rides	Eric Ferioli	781-235-4762
Intro Rides	Jenny Craddock	617-332-4098
Century Committee	Susan Grieb	781-275-3991
Wednesday Fitness and Masters Ride	Coleman Rogers	617-969-3403
Wednesday Wheelers	Dick Arsenault	781-272-1771
Wednesday Ice Cream Ride	Al Bolea	617-484-0851
	Justin Haber	617-965-3904
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
	Chris Randles	617-969-2545
Sunday Fitness Rides	Andy Brand	617-247-9770
	Bob Dyson	508-668-8122

### WHEELPEOPLE STAFF

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Advertising	Marty Weinstock	617-491-6523

### INTERNET STAFF

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Touring	Andy Meyer	<a href="mailto:asm@ameyer.org">asm@ameyer.org</a>
E-Mail List ( <a href="mailto:CharlesRiverWheelmen@yahoo.com">CharlesRiverWheelmen@yahoo.com</a> )		
Administrator	Barry Nelson	<a href="mailto:barrynelson@alum.mit.edu">barrynelson@alum.mit.edu</a>

### 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

December 7, 2004

## In Attendance:

Board Members: Cindy Sragg, Eric Evans, Paul Schimek, Bill Widnall; Others: Don Blake, Marty Weinstock, John Allen and Janet Tortora

**Note:** There were not enough Board members present to constitute a quorum. There was a general discussion with no official actions taken.

## Minutes (Janet Tortora)

Minutes from the November meeting were tabled until the January meeting due to lack of a quorum.

## President's Report (Bill Widnall)

### Submission of Federal Forms

Bill Widnall, President, reported he has filed forms 990-EZ (Return of Organization Exempt From Income Tax) which is an annual filing required by the IRS and 990-T (Exempt Organization Business Income Tax Return). He has almost completed form 1023 (Application for Recognition of Exemption) which is required for 501(c)(3) status.

### Appointment of Nominating Committee for next president

Tod Rodger, Barry Nelson and Bill Widnall are serving on the nominating committee for the next CRW president.

### Finance Committee (Eric Evans and Don Blake)

Don distributed the "Account Balances as of 11/30/2004".

### Rides Committee (Bill Widnall)

Bill Widnall reported for Connie Farb. Tod Rodger chaired the last meeting of the Rides Committee. The Committee discussed the possibility of CRW more actively promoting rider safety. Further discussions will take place at future meetings.

### Board Election (Bill Widnall)

Bill Widnall reported the results of the Board elections. It was a close race. Don Blake, Eric Evans, and Linda Nelson were elected to serve three-year terms. Raul Raudales was elected to fill the remaining one-year term created by the resignation of a board member.

### Membership (Linda Nelson)

Membership statistics for November 2004: 997 current memberships, 1167 current members, 24 expired members, 8 new members, 26 renewed members.



### Award Party (Marty Weinstock)

Marty Weinstock reported that the Annual Banquet and Awards Presentation was held on Thursday, November 4 at the Yangtze River Restaurant. There were 61 people in attendance. Marty said that the food was very good and everyone had a good time. The event broke even.

### Holiday Party (Don Blake)

Don Blake reported that preparations for the holiday party are going well. The party is being held at St. Paul's Episcopal Church in Bedford, on December 10 from 6 to 11 PM.

### Social Committee (Bill Widnall)

Bill Widnall reported that Naomi Wernick has agreed to lead "Bikers with Forks".

### Extended Trips Committee (Eric Evans)

Eric Evans reported that the Extended Trips Committee, which is made up of Susan Grieb, Bill Widnall, Connie Farb, and Tod Rodger, have met. The Committee will formerly present the proposed Extended Trips Policy at the January Board meeting.

### Unfinished Business

#### Possible participation of CRW in NBW/LAB Providence event (John Allen)

John Allen discussed the possibility of CRW involvement in the Narragansett Bay Wheelmen/League of American Bicyclist 125th anniversary in Rhode Island. The League had its origins in Boston, so there would be some historical reasons for CRW involvement. The League was founded in 1880. The events will take place on June 10-12 2005, in Rhode Island. "Cox Charities Cycling Classic" will occur that weekend as well as recreational rides from Providence to Newport, R.I., the location of the LAB monument. CRW may want to be involved in the ceremony in Newport at the end of the ride. There may be a return ride from Newport to Providence or a ferry ride. John Allen will keep the club apprised as the plans for that weekend are more finely tuned.

CRW will continue to offer Saturday and Sunday rides on that weekend since the membership may not want to go to Rhode Island for the event.

## New Business

### Possible participation of CRW in Boston Bicycle Festival (Paul Schimek)

Paul Schimek discussed Steve Miller's formation of "Boston Bicycle Festival Inc". Steve is a member of the Cambridge Bike Committee. He is proposing a series of urban rides prior to a festival to be held on the third Sunday in September. He is looking for CRW event planning expertise and endorsement. Steve is looking for grants and corporate sponsorship. The third Sunday in September traditionally has been the Fall Century. Paul stated that Steve Miller hopes to attend a future CRW meeting.

### Thanks to Cindy and Rita

Bill thanked Cindy Sragg and Rita Long for their service to the CRW Board.

The next Board Meeting will be held on January 4, at 7:30PM at the United Church of Christ, Lexington.

Respectfully submitted,  
Janet Tortora  
Secretary

## THE CYCLING CHIROPRACTOR Dr. Jeffrey Schlafler

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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 [arsenault@rcn.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 [arsenault@rcn.com] 781-272-1771 day or early evening.

## Saturday Morning Fitness Ride at Nahanton Park

**Times:** 8:30 for 42 miles or longer; 8:40 for 28 miles or shorter. 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!

**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) Chris Randles [jcrandles@comcast.net] (617-969-2545)

**Start:** Nahanton Park, Newton.

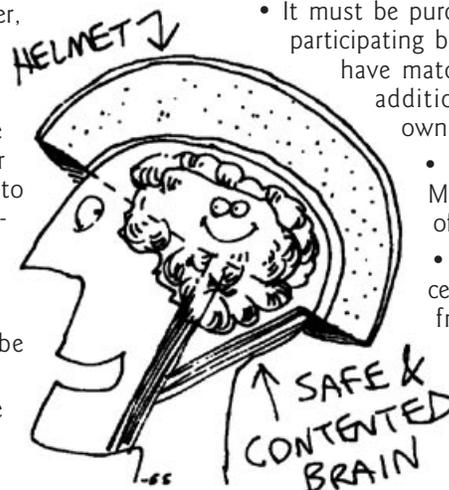
**Directions:** From Rt. 95/128 take exit 19B (Highland Ave.) toward Needham. Go left at the first light onto Hunting Rd. At the next light make another left onto Kendrick St. The park is on your left immediately AFTER crossing the river. (There is another entrance to Nahanton Park on Winchester St. 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 Helmet Rebate Program

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

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



- It must be purchased from one of our participating bike shops. Many shops have matched our offer with an additional discount of their own.

- Present your CRW Membership card at time of purchase.
- Send your original receipt and proof of purchase from the helmet box, along with a stamped, self-addressed envelope to:

Don Blake  
1 Gleason Rd.  
Bedford, MA. 01730



# January 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. You should also carry an ID card, health insurance card, and emergency contact information.

## Happy New Year

*Saturday - January 1*

**Times: 11:00 AM**

**Start:** Boston Common at the intersection of Park Street and Tremont Street

**Leaders:** Eric Ferioli (781-235-4762)

**Highlights:** This is our famous annual New Year's Day Ride. What better way is there to clear the mind and body in the crisp, clear air of downtown Boston as it once was - before the internal combustion engines took over. We will visit many interesting sights from Charlestown to Castle Island, and maybe Dorchester Heights. Start the New Year off right with friends old and new. See you on the Common!

## Sunday Crack O'Dawn Ride

*Sunday - January 2*

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

**Ride Type:** Cue sheet and map

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

**Highlights:** The Crack O'Dawn group ([www.crackodawn.com](http://www.crackodawn.com)) rides every weekday starting at 5:45 AM. On the weekends, they start much later in the morning. The short route passes through Newton, Wellesley, Weston, Wayland, Framingham, and Sudbury. The longer route includes a coffee stop and a chance to get out of the cold at Nashoba Brook Bakery in West Concord and returns via Walden Pond, where we will stop for a swim if it is warm enough. One routine of the COD group is that they ride their bikes to the start, and they never know who will be there. Consequently they leave promptly at 8:00, so arrive early enough to pick up a cue sheet. The terrain is rolling. The ride is cancelled if it is raining, or there is more than 2 cm of snow or ice on the street.

**Start:** Starbucks (474 Woodward St.) in Waban

**Directions:** From Route 128 (aka Route 95), take Route 16 East toward Newton. At the first light bear right on to Beacon St. After 1 mile take a right on Woodward St. Starbucks will be on your left just before the Waban MBTA station.

## Whitehall Whiteout

*Sunday - January 9*

**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

## Round Carlisle

*Sunday - January 16*

**Times: 10:30 AM**

**Ride Type:** Map and/or Cue Sheet

**Leaders:** Jack Donohue (781-275-3991 before 9PM)

**Highlights:** We'll see how many times we can circle Carlisle without getting dizzy.

**Start:** Bedford Center

**Directions:** Take Rt. 128 to Rts.4/225 to Bedford Center, turn left onto Mudge Way to the Bedford Library Parking Lot.

## Cunningham Park

*Sunday - January 23*

**Times: 10:30**

**Ride Type:** Map and/or Cue Sheet

**Leaders:** Eric Ferioli (781-235-4762)

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

**Start:** Cunningham Park, Edgehill Road, Milton.

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

## Weston

*Sunday - January 30*

**Times:** 10:30 am

**Ride Type:** Map and/or cue sheet

**Leaders:** Eric Ferioli (781-235-4762)

**Start:** Weston Town Hall, Weston Center

**Directions:** From rt. 128 take Rt. 20 and head west to the first traffic light, turn right into Weston Center and park on the far side of the green.





## 34th Annual Tour of Scenic Rural Vermont, TOSRV-East

Friday-Sunday, June 24-26, 2005

Join us for this classic Vermont tour, biking 100 miles from a hostel in White River Junction to a B&B in Waitsfield on Saturday, and returning on Sunday. This is a tour, so expect some serious climbing (sometimes over 10% grade), wide-ranging weather (cold rain to hot and humid), and varying traffic conditions. Travel through quaint Vermont towns, passing by farms, eateries, ski areas, and the Green Mountains. To enjoy this tour make sure you can bike 100 miles in less than 8 1/2 hours. Helmets are required.

Cost of \$100 covers Friday night lodging at the hostel, Saturday night lodging at the B&B, Saturday dinner, Sunday breakfast, T-shirt, patch, map, cue sheets, and baggage transport. You are responsible for all other food along the way. Strictly limited to 30 riders.

For info and registration form, send self-addressed stamped envelope to John Springfield, 37 Parker Street, Newton MA 02459. Email: [spring6@comcast.net](mailto:spring6@comcast.net). Phone: 617-510-7336.

## CRW in CYBERSPACE

There are several ways you can use your computer to interact with CRW:

### CRW Web Site

CRW's web site contains a wealth of information useful to club members:

<http://www.crw.org/>

News items are available from the drop down menu "News" then "CRW News." Here you'll be able to keep up with the latest developments before they reach WheelPeople. Weekend ride schedules for the current and next month, and the weekly rides series are online here, as well as a calendar of all weekend rides for the season. We also publish a calendar of cycling events (weekend and longer trips, etc) from all the local clubs and some not so local.

If you're looking for a ride, the cue sheet database contains detailed cues and in most cases maps of most of the regular CRW weekend rides and centuries.

Our touring section contains descriptions of tours club members have taken, and a lot of links to more touring information.

The picture gallery contains photos of club events (rides, weekends, etc).

The site provides all this and a lot more, you'll want to bookmark it.

### CRW Internet Mailing List

CRW maintains a mailing list for exchange of

information among members, and for posting notices in addition to Wheelpeople. Anybody with an e-mail address can sign up. For more details on the list and other options, check out:

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

### WheelPeople by Email

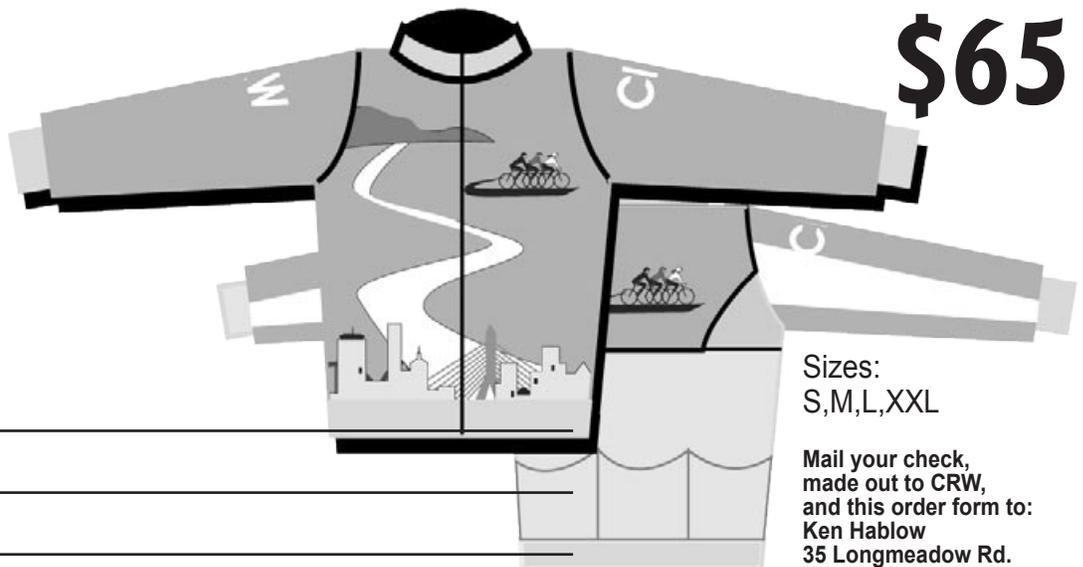
You can elect to receive WheelPeople by email rather than postal mail. This has several advantages. The email version is available up to two weeks before the printed version. Sending the electronic version saves the club money in postage, which can be put to good use elsewhere.

### Renewal Notices

We have been sending out notices for members who need to renew their membership by email. The email contains the member information currently on file, so all you need do is print it out, mark up the copy with any changes, and mail it back with a check. If we don't have an email address on file, we have to send out a printed renewal card.

In order for the last two features to work, we need your help in making sure that the email address we have for you is current, and for the WheelPeople delivery, that your mailbox can receive messages with large attachments. If you've changed email addresses lately, or have been receiving electronic Wheelpeople at an address with a small quota, please update this information by emailing [membership@crw.org](mailto:membership@crw.org).

# CRW Cycling Jacket



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Telephone \_\_\_\_\_

Quantity \_\_\_\_\_

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

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Weston MA 02493

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phone number  
For info:(781) 647-0233 - or -  
[khablou@khgraphics.com](mailto:khablou@khgraphics.com)

# Ten Mantras for Endurance Cyclists

by Susan I. Barr, Ph.D., RDN, FACSM, Professor of Nutrition, University of British Columbia

(Reprinted from *UltraCycling* magazine, for more information go to [www.ultracycling.com](http://www.ultracycling.com), copyright 2004, UMCA, Inc.)

## 1. One-way Principle

- Food and drink should be palatable, go down easily, and stay down.

## 2. Moderation, Variety and Balance

- Moderation: no good foods or bad foods; rather, healthy diets and not so healthy diets.
- Variety: nutrients are distributed in different foods.
- Balance:
  - your diet isn't too lopsided (e.g., so high in carbohydrate that protein is neglected).
  - energy balance (eating enough to meet your energy needs)
  - fluid balance.

## 3. Water, Water Everywhere

- Maintain fluid balance while riding. To estimate your rate of fluid loss, weigh yourself nude before and after a ride.
- Sweat rates when exercising hard in hot weather can exceed 1 L/hr (35 oz) and average stomach emptying rate is just over 1 L/hr, so it's not always possible to keep up.
- Drinking on the bike is learned and that you can get used to the feeling of more fluid in your stomach.

## 4. Pass the Salt

- Sweat contains about 1g of sodium/liter!

## 5. I Never Met a Carbohydrate I Didn't Like

- A minimum of 5g CHO/kg/day, and up to ~10 g/kg/day for those in heavy training.
  - 154 lb person 350-700g CHO/day (1400-2800 calories from carbohydrates)
  - 176 lb person 400-800g CHO / day (1600-3200 calories from carbohydrates)

## 6. Fat is Not a Four Letter Word

- For those in heavy training, fat calories are a good way to meet high energy needs.

## 7. Where's the Beef?

- Lean meat is the best source of iron and is also a good source of zinc, B vitamins, and high-quality protein.
- Although there's still some debate, athletes may need more protein - perhaps 1.2-1.5 g/kg
  - 154 lb athlete 84-105g protein / day (336 - 420 calories from protein).
  - 176 lb athlete 96-120g protein / day (384 - 480 calories from protein)
- As an example, 3 oz. of meat, fish, or poultry provides about 20g protein; 1 oz cheese, 1 egg, or 4 oz of tofu provides 7-10 gm of protein.

## 8. Calories or Convenience?

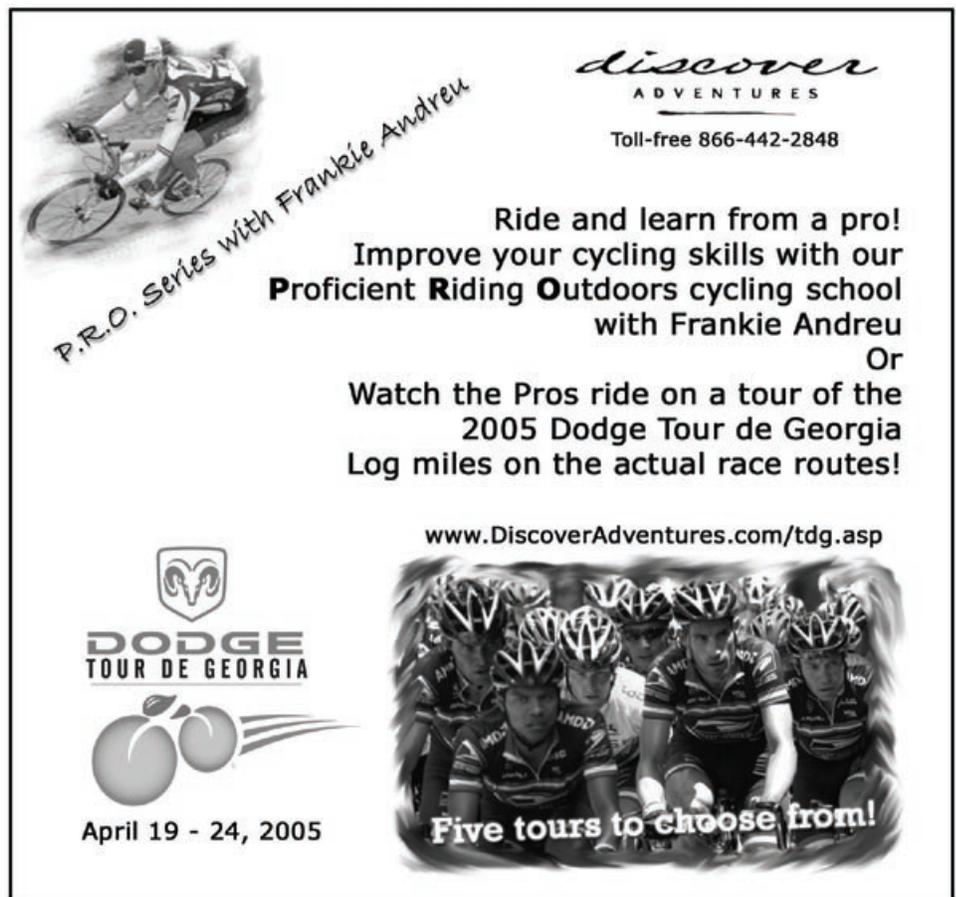
- Bars, gels and sports drinks are convenient, but don't provide superior nutrition compared to "real food".

## 9. Timing is Everything

- Before cycling: 50-200g CHO, 1-4 hours before activity IF you want your stomach empty when you start cycling
- Before a long ride, larger quantities in closer proximity to the start of the ride.
- During a ride 50 g/hr for a 70 kg cyclist for a century
- Longer rides, balance the energy you're using with what you're taking in over the course of a 24-hr period
- After a ride, take in carbohydrate soon after exercise to help replace glycogen stores.

## 10. Be Prepared

- Eat before you're hungry; drink before you're thirsty.
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tire and fender as the wheel rotates forward. For better protection, many winter cyclists add fender extensions or mudflaps—both in the front (to protect your feet, bottom bracket, and chain) and in the rear (to protect your riding companions). Buy extensions or make your own (see, for example, <http://www.ccracing.com/feature/fenders.html>).

Winter days are short. Planned or unplanned, you will have occasion to ride in the dark. Mount lights both front and rear. Pamela's web site has a nice write up about the ins and outs of various lighting options.

Add a rack, panniers, or a large saddlebag to carry a good tool kit, extra clothing, an emergency space blanket, and a cell phone.

IceBike suggests using toe clips and straps for winter riding, especially when it's really cold. Clipless pedals suck the heat out of your feet, and can jam with snow and ice.

Pamela and Dave remind us to maintain our bikes particularly carefully in winter, and to always check our bikes before each ride. Use petroleum-based lubricants in winter because wax-based lubricants solidify too much.

## Your Clothing

Dave says it best. One of his basic rules is to "avoid cotton like the plague". He further adds, "You may as well sit naked on an icy steel I-beam as wear cotton when you are sweating in cold weather." Stick with synthetics, or wool and silk if you prefer natural fabrics. Avoid the common mistake of wearing synthetics for outer layers, but then forgetting about under layers such as briefs, bras, and socks. Your under layers are the most critical layers to be non-cotton.

Pamela and Dave warn against overdressing. If you're warm before you start, you'll probably soon be overheating and sweating. While "sweat happens" regardless of how careful you are,

try to minimize it. "Warm when wet" is a gross exaggeration used by many clothing manufacturers to promote their miracle fabrics. It's OK to start out feeling a little cool—you'll warm up quickly. If you don't,

stop and add more layers (that, of course, you are carrying for that purpose).

Dress in multiple thin layers, rather than one heavy layer. Outer layers need to effectively block the wind. Jackets that can be unzipped (including pit zips) help a lot with regulating your body temperature. As always, choose highly visible colors. Pack a reflective vest for night riding (in addition to lights) and reflective ankle bands (if your pedals don't have reflectors).

Motorists don't expect to see cyclists in the winter, so you'll want to be especially conspicuous.

You'll need a thin headband, watch

cap, or balaclava, depending on the temperature, and a helmet cover (to block all those cooling vents). Dave suggests choosing a helmet that can be easily adjusted to allow extra space for your hat. Don't compromise helmet fit. If your current helmet doesn't fit well with added layers, get a new one. Pamela likes neck gaiters, which double as face masks.

Wind-protective eyewear is especially important in winter. Switch to goggles when it gets really cold.

Pamela cautions that "glove choice is often a compromise between warmth and maneuverability." Dave finds lobster gloves (two fingers together) to be a good compromise for colder days. Pamela and Dave also suggest chemical warmers when it's really cold. Whatever hand wear you choose, be sure you can operate your brakes and shifters before heading out.

Most summer cycling shoes are vented to stay cool, and clipless pedals anchor your feet to cold, metal blocks (i.e., your pedals). Add to this some wind chill and the relative inactivity of your feet while riding—well, you get the point. Dave extends the season for his summer shoes by duct taping the ventilation holes. Heavy socks and insoles are great, but if they make your shoes tight, they will be worse than useless. Pamela

and Dave suggest chemical toe warmers for colder days. Several types of booties are available to extend the temperature range of your shoes. Some cover just the toes, some are 3/4 length, and others cover the whole

foot. Better yet, get winter riding shoes, which have no vents, cover the ankle, and have nice insulation.

Pamela's web site discusses in detail dressing each part of your body, with many helpful brand/model suggestions. Dave's includes a guide to dressing for winter riding, specifying what works best for him in 5 Deg. F increments! Clothing needs vary from individual to individual—your needs may differ.

## You

IceBike's web site provides tips for riding on all types of snow and ice—check it out. Dave warns against riding alone in winter if possible, and suggests leaving your itinerary with someone and (as always) carrying ID, emergency contact information, and your insurance card. Pamela recommends selecting shorter, flatter routes in winter, and having bailout options.

Fuel and hydrate yourself well—you'll burn more Calories and lose more moisture through your lungs while riding in cold weather. Pick foods that you can chew in

the cold. Freeze protect your liquids by starting with warm or hot liquids (even if it's plain water) and using insulated bottles (a sock

over your bottle will help). Pamela uses a Camelbak(tm) (worn under her outer layers) and avoids freeze ups by using a hose insulator, blowing air in the tube after drinking, or tucking the hose in her jacket.

Pamela warns against stopping at the tops of big hills for longer than it takes to add a layer—otherwise, you may have a very chilly descent. Always stop well away from the traffic flow, which can be especially tricky when snow banks are present.

With proper preparation, getting cold shouldn't be an issue. More likely, you'll take great pleasure in defying the snow and cold with body heat and proper clothing. However, if you start having trouble, take action quickly—don't gut it out. Find a warm place, even if you have to knock on a door, or call a friend, a taxi, or AAA (some of Pamela's tried and proven methods).

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



**Dave says it best. One of his basic rules is to "avoid cotton like the plague"**

**Pamela recommends selecting shorter, flatter routes in winter, and having bailout options.**

**Pamela and Dave suggest chemical toe warmers for colder days.**

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# Wednesday Wheeler Winter Wear Wisdom

by Stan Sabin

The Wednesday Wheeler ride scheduled for this November 10th drew about 22 riders: this in spite of the fact that the temperature promised to crack record lows for this time of year. Nonetheless, what was supposed to be a late fall ride turned out to be the first winter one of the season.

Just as the first snow of the year seems to catch everyone unprepared, the first winter ride of the year can do the same. With that in mind, the Wheeler report, excerpted below, might be of wider interest:

"Riding in the winter has advantages besides the obvious ones of exercising and seeing friends. You can do the same ride as you've done all summer and see different sights: For example, without leaves to shield them from view, we saw many more ponds and marshes. Even bird nests are more visible. And, more than one rider commented on the absence of traffic. Was it too cold for the drivers?"

Midway through the ride, in deference to the temperatures, we took on vote on shortening. The overwhelming majority, warmed comfortably by pumping, decided for a lon-

ger-40 mile route, rather than shorter ride.

On the other hand, it being the first cold day of the season, there were some amongst us who never warmed up. A word to the wise-(asses): Balaclavas keep heads warm, booties keep feet warm and good gloves or mittens keep hands warm. And those who keep extremities warm keep the warmth in their cores."

As the cold season approaches, this might be the time to discuss favorite cold weather clothes:

I never wear heavy anything, including socks: makes my shoes too tight and stops the air/and or blood circulation. My favorite foot-wear, starting nearest the skin: nylon stockings. For all you men who haven't experienced the warmth of nylons...all I can say is... too bad. Over the nylons I put on thin, thin wool liner socks. I find them at the Natick Outdoor store from time to time. Whenever I find them, I buy as many as they have, because they don't stock them often enough. Over my shoes I wear booties.

On my legs: for me, two layers is usually enough, but then again, I won't bike in

temperatures under 35. My two layers: the above-mentioned stockings and warm tights. Above the waist, I find that a long sleeved polypro undershirt and a long sleeve wool biking shirt is warm enough for the coldest conditions. For the outer layer I use my rain jacket.

I mentioned the balaclava to start. But since my gloves are non-traditional, one word there. Many people like the two-claw glove. I can't use my fingers effectively with those and if I have to take gloves off to do something I lose too much warmth. My preference is diving (note the absence of the R) gloves over thin wool liners. I will admit that for those to work you have to get warmed up, but once warmed, they act like a sauna, sealing in the heat. I have major trouble with keeping my hands warm, so the fact that anything at all works for me says a lot for it.

Generally, I have a strong preference for wool. Fancy synthetics have their place, but there is nothing like the real thing. Like me, many winter sports fans are re-discovering this miracle fiber."

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## Other Trips

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To register send the a check made out to Jack Donohue for the full amount and an e-mail address or stamped self-addressed envelope by January 18 to:

Bikers on Skis  
c/o Jack Donohue  
26 Fox Run Road

Bedford, MA 01730-1104

Rooms are assigned in the order checks are received. Registration fee non-refundable after this date unless we can find someone to take your place.

For more information, you can contact the leaders:

Jack Donohue and Susan Grieb  
(781) 275-3991 (before 9pm)  
jmdonohue@alum.mit.edu



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## MDDM 2005 - 21st Annual Memorial Day Dash to Montreal

May 26-30, 2005

Thursday night stay at a ski lodge near Montpelier, Vermont (motel option). Friday morning drive to Gordon Landing in the Lake Champlain Islands. Park cars, put gear in sag van and cycle north through the beautiful Lake Champlain Islands and Quebec approx. 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 approx. 75 miles south on the New York side of the lake, ending with a short ferry ride. Although there are no hills, this can be a tough ride due to strong headwinds! \$180 trip fee includes 4 nights lodging, 4 meals, sag support, T-shirt, tour water bottle, happy hour and tour literature. Call for info or to register. This is a Sub Sig Outing Club trip. Leader: Charles Hansen H: (617) 734-0720 Email: velotrain@peoplepc.com Note: This tour filled the first week in February last year.

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# Little Jack's Corner

by Jack Donohue



We were riding the tandem on a CRW Sunday ride, when all of a sudden I heard a loud bang! I had heard this sound often enough to realize that this was probably the sound of the tube exploding as it had poked its way through the tire. Not to be confused with the much gentler hissing that occurs when a small sharp object enters the tire, like a nail. In this case, you have ample time to realize that something is amiss as the tire grows softer and softer until rim and ground are separated only by a flaccid tire and tube. No, this is a resounding explosion and it's pretty easy to identify. I figured we probably had hit some large pointy object that had ripped a gash in the sidewall of the tire, although I didn't remember seeing anything that looked particularly nasty.

But when we got off to examine it, it appears that the tire had pretty much died of old age. There was serious amounts of cord showing where tire should have been, and the cause of our present problem was an area where even cord had disappeared, leaving a gaping hole for the tube to squish through. Needless to say, Mrs. D. was a bit miffed by what she viewed as an egregious lack of normal preventive maintenance. I said that I just hadn't noticed the condition of the tire, being as I was preoccupied with taking care of the other tandem chores (like filling the water bottles) and that she, too, could have observed the rather shabby state of the tire. She replied that mechanical stuff was my job, and a sorry performance it was indeed. So after a suitable period of finger pointing and recrimination we turned to the task at hand, which was to attempt to fix the problem.

This involved two key elements, a tube and a pump, both of which, as it turned out were somewhat lacking. After rummaging around in our voluminous seat bag, I came upon a pump, one of those short little numbers that mostly serve to put enough air into the tire so that you can get to the nearest gas station. This one had a fatal flaw, in that there was a piece that was supposed to screw onto the top that had gone missing some time ago. This seemed to render the pump somewhat useless, and I was hard pressed to remind myself why I had put said pump in the bag. I had been loathe to throw it out, since I had a vain hope that

There remained the root of the problem, the gaping hole in the tire. Gabor came along to the rescue this time with a boot, finely crafted from the remains of a tire. There was enough missing tire that we had to augment this with a dollar bill. That got us going again, and we wisely decided to abort the mission and turn back to the short ride, the quickest way home. We got a few miles into it when the tire again went flat, probably due to the boot not being properly aligned.

So, once again we threw ourselves upon the kindness of strangers. This time we were pretty close to the end, so when a couple came by to ask if we were OK, Susan got the idea to give them the keys to our car and asked them to drive back and get us.

As it turned out, across the street from where we last came to rest was a sofa someone had put out in the trash, so Susan went and sat on it while we waited. After a bit, I suggested we start walking to keep warm, so Susan abandoned her chaise lounge and we soldiered on. It didn't take long for me to get tired of walking in cleats, so I decided to ride the bike on the rim, Susan preferred to keep walking.

So while I'm riding the bike at walking speed with Susan walking beside a number of riders passing by asked if we were all right. We clearly weren't, but help was on the way, and unless someone had a spare tire there was not much anyone could do. So, Susan would reply "Yes, I just felt like a walk," or, "He's been bad and we're having a time out." Finally, our benefactors came back with our van, and we were able to drive off into the sunset, but not before I had sworn a solemn oath to take better care of our tandem.

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**... Mrs. D. was a bit miffed by what she viewed as an egregious lack of normal preventive maintenance.**

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one day I would find the missing piece, but at the same time I knew it wasn't fit for service, and I had beaucoup other pumps that would have worked better. Another round of recrimination ensued.

We had started the ride towards the front, so there were any number of people behind us to come to our aid, and we were able to borrow a decent pump. Then there was the spare tube. It was not very cherry, as the Beach Boys say, and sported several patches. Nonetheless, I generally don't consider a tube a fitting spare unless it has a sporting chance of actually holding air. This one seems to have slipped by my rigorous quality control, and didn't seem to be holding air for more than about five seconds. Fortunately, the kind fellow with the pump also had a spare tube which he gave us after some futile attempts at inflating mine.

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## CLASSIFIED ADS

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

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Eric Rolfe	Sudbury
Heather Witte	Brookline



# November Mileage Totals

2 4 0 5 2 1

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Melinda Lyon	14649	8	7	6	Janet Tortora	4404	5	2	-	Rich Whalen	1479	-	1	-
Rick Gowen	12871	10	10	9	Nick Linsky	4243	3	2	-	Jeff Luxenberg	1115	-	-	-
Tod Rodger	11142	11	5	7	Doug Cohen	4212	5	1	-	George Caplan	1036	-	-	-
Robin Schulman	9779	6	3	4	Joseph Tavilla	4054	2	-	-	John Kane	680	-	-	-
Glen Reed	9144	9	5	3	Bob Sawyer	4045	2	-	-	John Loring	626	-	-	-
Jack Donohue	8929	-	-	2	Gabor Demjen	3571	5	3	-	Jamie King	451	1	-	-
Paul Hardin	8675	9	2	5	Bill Widnall	3128	3	3	-	Mike Hanauer	222	-	-	-
Don MacFarlane	8541	11	2	3	Otto DeRuntz	2912	4	5	-	Jared Luxenberg	99	-	-	-
Irving Kurki	8418	10	7	3	Doug Hartley	2912	6	3	0					
Steve Robins	8264	-	-	-	Craig Weiner	2817	5	-	-					
Jim Krantz	7640	6	4	3	Bill Hanson	2584	1	-	-					
Richard Dweck	6572	6	2	2	Cynthia Snow	2518	3	1	-					
Butch Pemstein	6320	-	-	-	Henry Marcy	2467	2	1	-					
Cory Lovett	5950	4	1	-	Marc Webb	2448	10	-	-					
Peter Knox	5700	5	4	2	Ed Hoffer	2312	-	-	-					
Peter Brooks	5293	10	6	-	Patrick O'Dougherty	2185	-	1	-					
Chris George	5148	5	-	1	Jack Darr	2073	3	-	1					
Edward Boches	4966	7	1	-	Jim Goldman	1915	-	-	-					
David Wean	4896	3	-	-	Dan Pratt	1890	4	-	-					
Dick Arsenaault	4843	1	1	-	Cynthia Zabin	1786	-	-	-					
Joe Repole	4577	11	11	-	John Springfield	1766	3	4	-					
Ken Hablow	4508	5	1	-	Lyn Rodger	1762	5	-	-					
Frank Aronson	4485	6	3	-	Susan Grieb	1499	-	-	-					

### 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) or on the web at <http://crw.org/mileage.htm>.



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2. fully understand that: (a) Bicycling activities involve risks and dangers of serious bodily injury, including permanent disability, paralysis and the risk of death; (b) these risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the Activities, the conditions in which the activities take place, or the negligence of the other participants designated below; (c) there may be other risks and social or economic losses either not known to me or not readily foreseeable at the time; and I fully accept and assume all such risks and all responsibility for losses, costs, and damages I incur as a result of my participation in the Activities;

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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) \_\_\_\_\_

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