

Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXIX, Number 3 · March, 2005

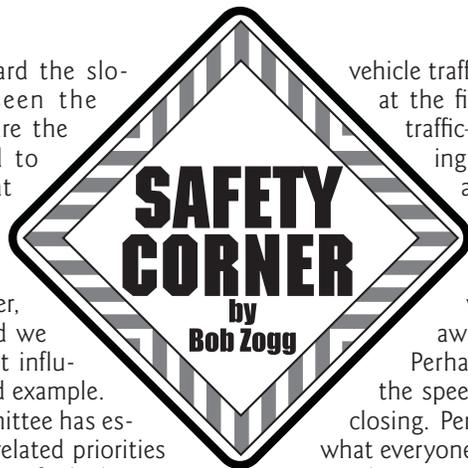
Share the Road

We've all heard the slogan and seen the signs: "Share the Road." It's intended to remind motorists that they are not the only legitimate users of our roadways. Sharing the road, however, works both ways, and we cyclists can have great influence by setting a good example. The CRW Rides Committee has established four safety-related priorities for 2005, the first three of which pertain to sharing the road:

- 1) Riding Single File in Traffic;
- 2) Staggering Ride Starts;
- 3) Yielding at Intersections; and
- 4) Skills Development.

A short discussion of each follows. You'll hear more about these priorities as the season progresses.

Riding Single File in Traffic. This is our top safety-related priority for 2005 and, frankly, one that we as a club are not very good at. Massachusetts law requires cyclists to ride single file, except when passing. While it may be harmless enough to ride two abreast when the road is free of motor-



vehicle traffic, we need to single up at the first sign of approaching traffic—especially if approaching from the rear—and keep as far to the right as is safe. There are probably a number of reasons why we don't do this well. Perhaps we aren't aware of traffic behind us. Perhaps we don't anticipate the speed at which the traffic is closing. Perhaps we are just doing what everyone else in the group is doing. Perhaps some of us don't really care (shudder, shudder). Let's all make the effort to do this right. Just think of the positive

Safety Corner - Continued on page 7

Cycling Skills Class

March 16 and 20

Would you like to learn how to ride more confidently in traffic? MassBike's Cycling Skills Class will teach beginning and intermediate cyclists the skills necessary to ride safely in traffic. This course will build confidence and teach important safety skills

Cycling Skills Class - Continued on page 7

Century Committee Meeting

March 8

The Century Committee will hold its first meeting this year at Jack and Susan's house in Bedford. Dinner will be served at 6:30, followed by the meeting. We will be organizing the committee and planning the Spring Century. If you are interested in helping out with these events, or being on the committee, by all means attend the meeting to see what it is all about. Please RSVP to slgrieb@comcast.net, or call Susan at 781-275-3991 if you plan to attend so she will know how much food to prepare.

Become a League Cycling Instructor

April 15-17

Would you like to teach cycling skills to others? MassBike is sponsoring a training by the League of American Bicyclists for experienced cyclists to become certified League Cycling Instructors. This weekend-long training (Friday night through Sunday afternoon) will take place in the MetroBoston area, and is the only such training this year in New England. As a prerequisite, you must have taken the Cycling Skills Class (described

Become an LAB Cycling Instructor - Cont. on pg. 7

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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

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Don Blake	2007	781-275-7878
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Eric Evans	2007	617-901-3958
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Barry Nelson	2006	617-964-5727
Linda Nelson	2007	617-964-5727
Raul Raudales	2005	978-937-3460
Janet Tortora	2005	978-692-7273
Paul Schimek	2006	617-983-9111

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Safety Coordinator	Bob Zogg	617-489-5913

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Saturday Rides	Michael Aarons	508-651-9259
	Kelly O'Connell	781-395-1485
Sunday Rides	OPEN	
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

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Editorial Policy



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

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

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



How To Send Us Your Article

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

Send copy electronically to 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.

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 1, 2005



In Attendance: Board Members: Connie Farb, Barry Nelson, Linda Nelson, Don Blake, Eric Evans, Andy Brand, Raúl Raudales, Paul Schimek; Others: Bill Widnall and Janet Tortora

Message from the President

Eric Evans, newly elected CRW President, thanked the Board for electing him to serve as CRW President and Chairman of the Board of Directors. In light of his new position he will be looking for a new Vice President of Finance.

Minutes (Janet Tortora)

Minutes from the January 4, 2005 meeting were approved.

Reports of Officers, Coordinators, and Standing Committees President (Eric Evans)

Eric handed out the dates for the Board meetings for the remainder of 2005. The Board meetings will be held on the first Tuesday of each month. There is no meeting in July. The dates for the meetings are: March 1, April 5, May 3, June 7, August 2, September 6, October 4, November 8, and December 6.

Rides Committee (Connie Farb)

Connie reported that Tod Rodger is moving, so a new coordinator is needed for Sunday rides.

Bob Zogg, Safety Officer, has been meeting with the Rides Committee. The committee has determined that "riding in single file" is the major safety message which it wants to promote with CRW members.

The Committee continues to ask ride leaders to stagger the start times on the rides. Among other issues, the committee has been discussing holding a skills workshop.

Volunteer Coordinator

Marilyn Hartman is the new Volunteer Coordinator.

Membership (Linda Nelson)

Membership statistics for January 2005: 989 current memberships, 1183 current members, 11 expired members, 10 new members, 12 renewed members.

Reports of Special Ad-Hoc Committees

Extended Trips Committee (Eric Evans)

The Extended Trips Committee has met and discussed proposed revisions to the Extended Trip Guidelines. The Board will vote on the proposed changes at the March 8th Board meeting. The Extended Trips Committee is made up of Susan Grieb, Bill Widnall, Connie Farb, and Tod Rodger.

Finance Committee (Eric Evans)

Eric presented the 2005 Budget. He explained the changes in the budget that he was recommending. The changes are based on the budget history.

Eric made a motion to the Board that an additional certificate of deposit be purchased. The two certificates would be renewable on alternating six-month schedule. Connie Farb seconded the motion. The Board passed the motion.

Unfinished Business

Boston Bike Festival

Paul Schimek reported that Steve Miller, Executive Director for the Boston Bike Festival, has indicated that the potential date conflict between the Festival and the Fall CRW Century has been resolved.

MassBike Update

Paul Schimek reported that MassBike is going to hold classes in becoming a League Cycling Instructor from April 15- April 17. MassBike is also offering Cycling Skills Classes that teach beginning and intermediate cyclists the skills necessary to ride safely in traffic.

New Business

Tod Rodger has regretfully resigned his position on the Board of Directors. Eric Evans, President, nominated Janet Tortora to fill Tod's seat for the remainder of the year. Connie Farb seconded the nomination and the Board voted in favor of the motion.

The next Board Meeting will be held on March 1, at 7:30PM at the United Church of Christ, Lexington.

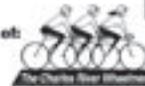
Respectfully submitted,
Janet Tortora
Secretary

Be Courteous

Stay
to the
Right



Courtesy of:



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Framingham, MA.



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 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.



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

Winter Warmer

Sunday - March 6

Times: 10:30 for 20 and 40 miles.

Ride Type: Cue Sheet

Leaders: Peter Brooks 617-926-5735

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

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

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

Whitehall Whiteout

Sunday - March 13

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 Whitlehall 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

Eighth Biennial Southwest Passage (CW) Revisited

March 20 - Sunday

Times and Routes: 10:30 AM for 35 miles on rolling terrain.

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

Leaders: Joe Repole (508-879-6340)

Highlights: The ride heads southwest out of Framingham through Ashland, Southborough, Hopkinton and Upton. Most of the ride is on residential and rural back roads with few traffic lights. Points of interest include a golf course, goats, Charlie Chan's summer home, Whitehall State Park, sheep, scenic brooks, Upton State Forest, horses,

farms and the Ashland Town Forest.

Start: Framingham, 15 Gryzboska Circle

Directions: From the Mass Pike take exit 12, Route 9 East to Temple St. (2nd traffic light). Right on Temple St. (if you are taking Route 9 West from Boston, go left on Temple St.) Right on Salem End Rd. First right is Gryzboska Circle. Park on Gryzboska, not Salem End Rd or ride your bike there!

A Serene Ride

Sunday - March 27

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.

Errata

Elaine Stansfield was inadvertently left out of the Hangin' In list of members who have reported their mileage continuously for 5 or more years.

She enters the group with a five year total of 10096 miles.

WELCOME NEW MEMBERS

Michael Ball,		William Seldon	Westford
Cynthia Thames	Jamaica Plain	Ted Shwartz	South Dartmouth
David Beatty,		Daniel Sullivan	Wellesley
Elinor Beatty	Auburndale		
Heidi LaBash	Cambridge		

CRW Trips

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. Phone: 617-510-7336.

30th Annual Tour of New England

May 28 - 30, 2005

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

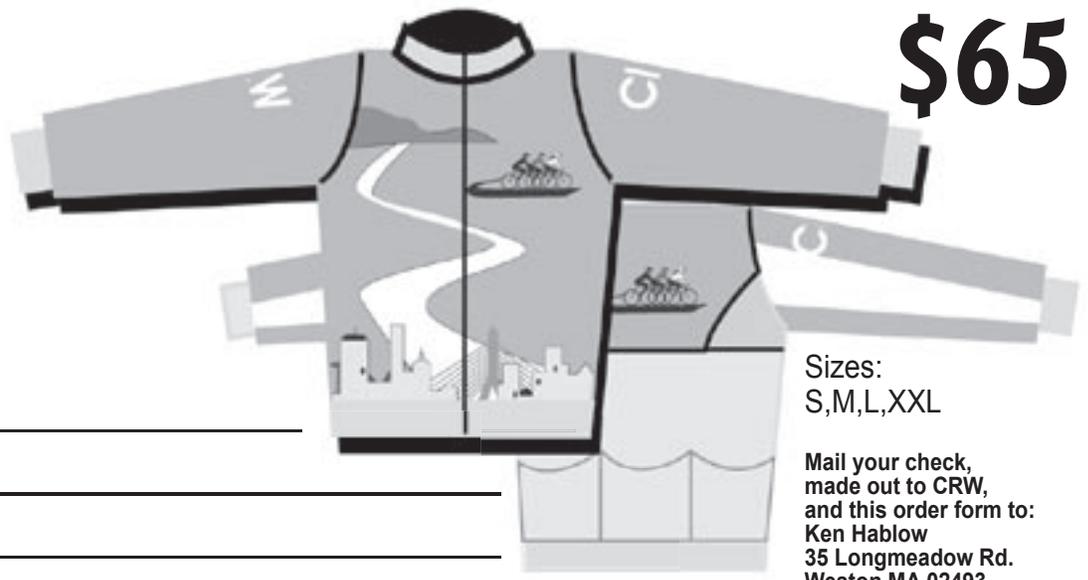
Spofford NH fire department runs an all you can eat breakfast for \$6. Spofford is about 8 miles from the motel in Brattleboro. It is on the route to the motel in Dover. The motel has an indoor swimming pool so bring your bathing suit. On the third day, after a nice breakfast in Dover, we ride into ME, then down the coast of NH and MA and stop for lunch in Amesbury, MA. Upon finishing there will be a pizza party in Lincoln.

The cost of the ride is \$99. Please make 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.



CRW Cycling Jacket



\$65

Sizes:
S,M,L,XXL

Mail your check,
made out to CRW,
and this order form to:
Ken Hابلow
35 Longmeadow Rd.
Weston MA 02493

Please include your
phone number
For info: (781) 647-0233 - or -
khابلow@khgraphics.com

Name _____

Address _____

City, State, Zip _____

Telephone _____

Quantity _____

Size(s) _____

message we will send to motorists when we single up promptly!

Staggering Ride Starts. CRW weekend rides can attract 100 riders or more. Centuries can attract two or three times this number. When we unleash at once that many riders onto the roadways, we not only create stressful riding conditions for ourselves, but we invariably impede motor-vehicle traffic in a big way. While this may be legal, it's not very considerate and does nothing to endear ourselves to the communities in which we ride. Therefore, we encourage ride leaders to stagger starts whenever group size exceeds 30 to 40 riders. The ride leader will generally release riders in three groups based on riding speed. The leader will announce the ranges and ask you to select a group. For this purpose, your riding speed is your typical rolling average speed (i.e., not including stops) on CRW rides. No one is going to time you, so it doesn't matter if you're off a little either way. There should be at least a 90-second waiting period between group releases. This will seem like a long time when you're eager

we encourage ride leaders to stagger starts whenever group size exceeds 30 to 40 riders.

to get going, but anything shorter may result in groups bunching up at traffic lights or stop signs. Use the time for a final check of your bike, helmet fit, cue sheet, and other gear. Please listen carefully to ride-leader instructions and do your part to help the process work smoothly. You'll have a more enjoyable and less stressful ride as a result.

Yielding at Intersections. I had an interesting experience at the CRW Fall Century last season. I was at the back of a group of 7 or 8 riders when we approached a stop sign at a T intersection. We were turning left. As all the other riders moved into the intersection, I noticed a motorist approaching from the right. As much as I wanted to

you must judge for yourself whether an intersection is safe to enter.

keep up with my group, I knew I should wait. And I did wait. After making the turn, another motorist who had observed this process gave me a big smile, a warm wave, and a friendly toot as he passed me. At first I didn't know what was going on, but then I realized that this guy had probably never seen a group of cyclists who didn't all follow the first rider as if linked together like so many train cars! Remember, you must judge for yourself whether an intersection is safe to enter. And, of course, no cyclist likes to kill his/her momentum, unclip a foot from its pedal, and re-clip at an intersection. But we all know what's right, so let's do it!

Skills Development. While our riding skills tend to improve as we gain more riding experience, participating in training courses can accelerate the process and give us ad-

not all cycling-skills courses are for racers.

ditional skills that we would probably never develop on our own. Contrary to popular belief, not all cycling-skills courses are for racers. The League of American Bicyclists

(LAB) offers their national bicycle education program through the Massachusetts Bicycle Coalition (MassBike). See the details of MassBike's Cycling Skills Class and LAB instructor training/certification in this issue. We also hope to set up some shorter, less formal (and free) training sessions during the 2005 riding season. This, of course, is dependent on securing CRW volunteers willing to organize and instruct such sessions. Stay tuned for further information.

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

Cycling Skills Class - Continued from page 1

and tips for commuting. The class meets in Boston with an off-bike learning session on Wednesday, March 16 from 5:30-8:30 p.m., and an on-bike skills training on Sunday, March 20 from 9:00 a.m.-5:00 p.m. The cost of the course, taught by League Cycling Instructor, CRW Board Member, and former Boston "bike czar" Paul Schimek, is \$50 for members of Charles River Wheelmen. The regular cost for others is \$60. Please note that if you plan to take the "League Cycling Instructor" training course from April 15-17 and have not completed your "Road 1" course, this will be your only opportunity to do so.

For more information and to register, go to www.massbike.org or call 617-542-RIDE.

Become an LAB Cycling Instructor - Cont. from pg. 1 elsewhere in this issue). The cost of the training is \$175, payable to the League of American Bicyclists.

For more information and registration details, go to www.massbike.org or call 617-542-RIDE.



Snowshoeing

A Rare Old Growth Forest

by Sumner Kagan

We had a wonderful day. The weather was a little warmer than it had been for the past week (upper 20s to low 30's); there was very little wind and the sky was bright blue with few clouds.

There were several who had never snowshoed and there was a great variety of equipment, from ancient to quite new. Jerry Green had new snowshoes that were extremely well designed with excellent crampons and expandable, using an add-on appliance for better flotation when snowshoeing on powder or softer snow.

We started out from the Visitor's Center at 10:20 a.m. and headed up the mountain on the Bicentennial Trail (moderate uphill). Then we turned onto the Loop Trail (steeper grade) and then onto the Mountain House Trail to the summit. It took only 55 minutes despite several stops to secure loosened snowshoes. Human arrows were not necessary since we frequently stopped to regroup. Sander swept on the way up.

The panorama at the summit, was quite nice with views of Mt. Monadnock and some of the southern White Mountains. We didn't linger at the summit other than to wait for a few stragglers to catch up. We crossed the Alpine ski area at the top of the chairlift and noticed that some of the skiers looked at us with amusement & possible disdain.

We then headed down Old Indian Trail, which our resident historian/ornithologist/botanist/general surgeon, reminded us, as he did 2 years ago, that the old growth section of the forest on the Old Indian trail was not the only Old-Growth forest in Massachusetts east of the Connecticut River as asserted in the Visitor's Center Museum. Winslow mentioned that recently 2 other Old-Growth forest sections had been discovered east of the Connecticut River.

The panorama at the summit, was quite nice with views of Mt. Monadnock

Winslow noted that the old growth trees (some as old as 350 years) were gnarled and not attractive or desirable, which was the reason that they were spared from the axe. As we headed down through some steeper areas we enjoyed the beauty of the forest. We found that on the north side of the mountain, the trails had been less heavily traveled and the snow was not as packed down as it had been on the south side.

We never saw the "Pileated Woodpecker" (from our last snowshoe hike) or her handiwork on the trees.....I hope she's ok.

We then encountered a balancing rock at the junction of the aptly-named Balance Rock Trail. David Wean took some pictures

of the group. We missed our resident geologist, Jerry Van Hook. Last time he gave an interesting description of the geology of the rock and the effect of the great Glacier that swept this area carrying large boulders from much further to the north along with other glacial moraine. He also described how Drumlins were formed by the glacier. Reading this summary to the gang was no substitute for Jerry.

About 2 3/4 hours after we started, we were removing our snowshoes outside the base lodge. Then it was upstairs to the Black Diamond Café. Rated as one of the best food services of all the ski areas in New England, we found

that it had indeed lived up to its reputation. I was happy since they had Guinness on draft and a great vegetarian wrap.

It turned out that Dick Arsenault no longer needed a string. This time Dick didn't get lost on the way back from the men's room. I think he's finally figured out the lay-out of the place

After lunch we all headed up the hill on Donbrow Trail just past the beginners rope tow and adjacent to the mountain road. Then into the woods again for the 3/4 hour trek back to the start and our cars.

Our hike was very enjoyable. Some people were even talking about doing it again this year if bicycling is compromised.

Wednesday Wheelers - Some Unsolicited Testimonials

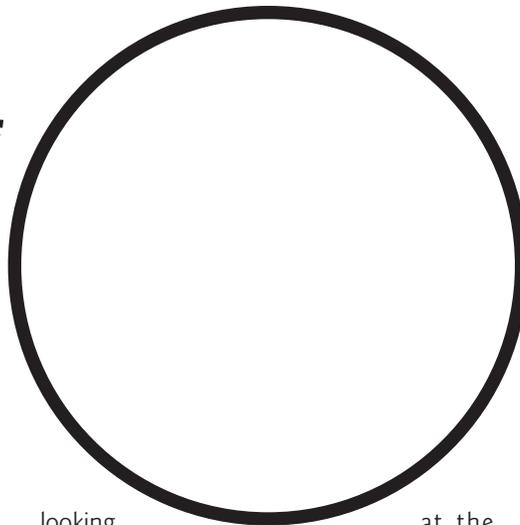
Comments from three new or infrequent participants in Wednesday Wheelers Outdoor Activity Group.

Alice Howard - Snowshoed 3-4 times in her life and has ridden with WW only once: When asked how she enjoyed the day: "Glorious!!!"

Martha Birnbaum - first time snowshoeing. first time on a WW event: "I expected it to be good. I didn't expect it to be this good.....great camaraderie, everyone helpful. I'll do it again."

Bruce Lederer (operates a bike club) - Snowshoed twice before. 3rd time on a WW event: "Social atmosphere combined with snowshoeing is better than anything you can do alone. People here are very athletic and social."

A Morning of Below



Skiing

by Sumner Kagan

I was a little conflicted about skiing last week. My friend Sheldon had invited me to his condo in Waterville Valley for a couple of days of winter fun. After the blizzards we have been having in Boston, I was more than ready to substitute some downhill skiing for shoveling snow. The conflict appeared when I heard on the weather channel that the temperatures from mid-week on would be around 0 in Waterville Valley for the days we intended to ski. I was itching to get on the slopes because I hadn't skied since last season but the thought of skiing in bitter cold weather, well.....left me cold.

We drove up on Wednesday night and decided to get up at the usual time of 7 a.m. the next morning so we could be on the slopes at

At first it was a little shocking. -15 F. "Wow!" "Could it be that cold?"

9. The snow is usually best 1st thing in the morning before other skiers have disrupted it. I started to have my first doubts about skiing while watching the Weather channel in the morning and hearing that the temps in the area would be about 10 below with a 10-15 mile-an-hour wind. I called my other friends, Mike and Sander, who were staying at Mike's ski club in Lincoln near Loon Mountain. Mike tried to interest me in coming up to Loon but with conditions so iffy that we might scratch skiing that day, we decided to ski closer to the condo.

After breakfast, when we left the condo, we knew that the temp was well below 0. As we were driving the 10 miles to the mountain, I was

looking at the display screen in Sheldon's fancy Jeep SUV with all the bells and whistles. It was doing a read-out on each of his tires with exact air pressure in each tire warning that the left rear tire had only 27 pounds of pressure. Getting bored with that, Sheldon hit the display button and in large numbers the temperature appeared. At first it was a little shocking. -15 F. "Wow!" "Could it be that cold?" "Is it broken?" We kept watching it and it continued in a downward spiral, -16, -17, -18, -17, -18.

By the time we stopped to get a paper at the little store next to the gas station at the base of Waterville Valley Ski area., the read-out was down to -19. At this point we're both thinking, "I'm not crazy enough to ski at 19 below 0". "That's not even considering wind chill!" "Maybe we'll go back to the condo and relax and watch one of the movie videos I brought up".

As we drove up the mountain road a funny thing happened. The large numbers on the read-out began moving rapidlyup? as we headed up the mountain road, the indicator read -19, -18, -17, and quickly continued upward until we arrived at the resort parking lot where it read a balmy "-4 F". Sheldon said, 'it must be a temperature inversion' something that sometimes happens where the temp in the valley is considerably colder than at the summit. I explained it by the fact that cold air is heavier than warm and tends to sink to the bottom of the air mass in the valley, which is enclosed by mountains. Then the sun activates the thermal currents.

We were on the high speed quad rapidly heading up the mountain at 9 a.m. Spreading before us and whirling by beneath our ski-clad feet was a vast panorama of white

ski trails and snow-covered pine trees in the forested areas.. The trails had been processed the night before by snow cats dragging large grids so that the entire surface of the trails looked like white corduroy.....beautiful! I felt a little chilled even though I had 3-4 layers

The heavy duty skiing gloves...couldn't keep the cold out without the chemical hand warmers

of synthetic fiber beneath my well-insulated ski suit. Heavy goggles covered the top half of my face and the lower half covered by my blue acrylic neck warmer pulled up as high as it would go. A black Leedham helmet with all the vents closed kept my head and ears warm. The heavy duty skiing gloves I wore couldn't keep the cold out without the chemical hand warmers I had inserted.

The only discomfort I experienced was the pins-and-needle sensation on small areas on each cheek. The wind whipping by was also whipping out the heat from the flesh on my stinging cheeks. Of course the time you are most likely to suffer from the cold is on the trip up when basically you're not moving and generating the heat from exercise. Also the artificial wind created by the movement of the high speed quad was robbing heat from one's body.

The day was exquisite! Totally unclouded dark blue skies everywhere. Brilliant sun reflecting off the snow that would actually hurt without the protection of dark goggles. Occasional skiers rhythmically gliding from side to side leaving unending 'SS' in the corduroy snow surface behind them. Periodically a spray of snow emerged

Below 0 Skiing - Continued on page 10

Little Jack's Corner

by Jack Donohue



I was watching a TV show the other night about this guy who had a "mental problem" of collecting stuff. This was literally stuff, not to be confused with collectibles (which is stuff that the world deemed worthy of being hoarded). I don't recall exactly what the stuff consisted of, but it was basically things like beer cans of the world, or lawn equipment. Even though he had four Toro mowers, whenever there was a yard sale, he was there. He managed to fill up the house, sheds and grounds with his stuff, and his wife had given him the heave ho. I realized that my reaction to this was not the appropriate "what a loser," but basically "the poor guy." There was a lot I could empathize with here. I, too, have trouble throwing stuff out. If something is in any remote stretch of the imagination useful, it has a home. I'm not as bad as him in actively seeking out my

20th copy of an item, but if one comes my way, I won't say no.

I'll be riding by a house with a bike in the trash on my way to work, and think "now there could be some good parts there." Never mind the fact that I already have two frames laying around and enough parts to recreate a couple of bikes from their ashes. It's a good thing we don't have a cell phone or Susan would be getting some early morning calls "Trash day in Chelmsford, fine looking mountain bike on Proctor Road." Actually, another good reason for not having a cell phone is that after trying this a couple of times, I would surely be divorced.

The guy in the show used to cruise yard sales on a regular basis despite the fact that his front yard looked like a permanent yard sale. Now, I don't do that, but I am seduced by the siren song of the mail order catalog. Catalog will show up (which they do about every week), and although I realize that I have enough supplies in my garage to last for

years, I think I'll just have a look. Inevitably, I'll find something on sale that is just too much of a bargain, as the say in Massachusetts, to pass up. So I'll buy four of whatever, since a deal like this may not come again. A few days later, my package arrives with my parts and ... yet another catalog, and the cycle starts again. The other problem is that being of advancing age, my memory is not quite what it was. So, I end up ordering the same stuff again and again. At one point I counted ten cyclocomputers in stock. That actually worked out OK, since I bought the absolute cheapest ones made, and they only lasted for a few hundred miles each.

What really gave me pause the other day was I realized Eric Ferioli gives me stuff. Now Eric's a renowned scavenger, plying his trade at the Wellesley dump, and if I am happy to get stuff that even he deems useless, what does that say about me? Maybe I'm not all that different from the TV guy after all.

Below 0 Skiing - Continued from page 9

from the edges of their skis. The wind was a mild 5-10 mph.....a good thing and the temp at the summit was 0 F. This must be a corollary of the 'Theory of Relativity'. A few minutes before we were looking at a temp of -19 F. Now in our clouded minds, 0 F actually seemed warm.

Our first run was an intermediate trail called 'Bobby's Run'. It was perfect! No one else had yet skied it. Our skis carved lonely continuing 'S' grooves in the vast corduroy cover of the trail. There was no one else on that trail as we flew down the mountain with the wind whipping by our ears. Full of confidence and thrilled by the excellent snow and bright sun, we marveled at how exceptionally good the conditions were. On the second run we stepped up to our usual fare, the black diamond trails, 'The Chute to 'Utter Abandon'. Again, not a soul in sight on the trails and superb snow, making skiing really easy andlookin' good as we carved our way down the mountain.

After a couple of more runs we decided to meet an instructor and class doing a workshop on 'Carving' at 10:15 a.m. We spent the rest of the morning in this class of 10 practicing esoteric methods of 'Carving' on

the trails using the edges on our skis. The trails we did were all black diamonds (expert) and the 2nd last run was on a double black diamond called 'True Grit'. It was pushing noon and on cold days Sheldon's skis turn into pumpkins one minute after noon so we decided to go back to his condo for lunch after 3 hours of very cold skiing.

Our skis carved lonely continuing 'S' grooves in the vast corduroy cover of the trail.

As I was extricating my feet from my boots (no easy task) at the lodge, my old Optometry buddy Forrest was sitting nearby. Forrest, who has also retired from his substantial Optometry practice in Wakefield, Mass is now a ski instructor at Waterville Valley. He lives nearby and asked me to take a run or 2 with him. He had a beginner's class at 1:30 p.m. and wanted to experience the great ski conditions before teaching his class. I had already taken my boots off and there was no way I would put them on again so Sheldon and I went back for lunch.

From the weather report, Thursday appeared to be a carbon copy of today. Contrary to

the weather report, Thursday was worse. Travelling up the lift, you could see on the trail dozens of swirling eddies of smoke-like powdery snow quickly dissipating into the vast atmosphere like a large pot of soup just beginning to boil; then coalescing into a large stream that is suddenly swept up into the sky at a high rate of speed. When

we got to the top of the high speed quad, chalked on the blackboard was the following: "Temp: -5 Wind: 20-40 mph" (that's a wind chill of 39 below 0). Definitely a day for a face mask and no exposed skin.

Sheldon quit after 2 hours. Mike and I skied 'til noon. We met Sander in the lodge at noon. He had been busy skiing "True Grit" (double black diamond) without stopping so he could amortize his cost-per-run to 68 cents.



January Mileage Totals

0 0 5 9 9 9

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Rick Gowen	769	1	-	-	Gary Smiley	92	-	-	-	Greg Tutunjian	11	-	-	-
Jack Donohue	591	-	-	-	Nick Linsky	88	-	-	-	Cynthia Snow	8	-	-	-
Steve Robins	530	-	-	-	Dick Arsenault	86	-	-	-	Elliott Morra	1	-	-	-
Don MacFarlane	522	1	-	-	Kent Anderson	77	-	-	-					
Glen Reed	303	1	-	-	Butch Pemstein	77	-	-	-					
Joe Repole	270	1	1	-	Gabor Demjen	67	-	-	-					
Peter Brooks	262	-	-	-	John Goeller	67	-	-	-					
David Wean	240	-	-	-	Marilyn Hartman	67	-	-	-					
Ed Hoffer	200	-	-	-	Jacob Allen	61	-	-	-					
Janet Tortora	181	-	-	-	Irving Kurki	61	-	-	-					
Paul Hardin	175	-	-	-	John Springfield	59	-	-	-					
Richard Taylor	167	-	-	-	John Kane	52	-	-	-					
Edward Boches	163	-	-	-	Jamie King	46	-	-	-					
Ed Sullivan	149	-	-	-	Bob Sawyer	45	-	-	-					
Joseph Moore	117	-	-	-	Peter Gieller	30	-	-	-					
Bill Hanson	112	-	-	-	Mike Hanauer	18	-	-	-					
Winslow Green	107	-	-	-	Cynthia Zabin	13	-	-	-					
Sheldon Brown	103	-	-	-	Marc Webb	12	-	-	-					

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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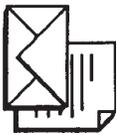
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