

Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXX, Number 2 · February, 2006

Put Yourself on the Map by Jack Donohue

Google maps (<http://maps.google.com/>) is a useful tool for getting and using map information. They have provided an API so that other applications can use their data for their own purposes. One such application is called Frappr which lets you create a map for a group. I've created one for CRW members: <http://www.frappr.com/crw>

To add yourself, just go to this web page, and enter your name and zip code. You can also

Put Yourself on the Map - Continued on page 3

The CRW Third Time's a Charm Banquet

Since the Award Dinner was canceled due to a gas leak, and the Holiday Party was canceled due to snow, we figured we might have better luck holding a banquet at a new location. So on Thursday, March 9, at 6:30 we'll get together at the Chateau in Waltham, 195 School Street. We will be presenting the 2005 awards, including a tribute

Banquet - Continued on page 7

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Things that Go Bump on the Road Part 2

This is Part 2 of a two-part series discussing some of the things that can go wrong when you're just riding along, minding your own business—and what to do about them.

Tire Blowouts: Usually, you can just coast to a stop and fix your tire. However, front-tire blowouts at high speeds can be tricky. The front end of the bike will get very squirrely. If it happens, get your weight back as far as you can, and gently brake to a stop using the rear brake. If the front tire blows out during a fast, downhill turn, you may need to look for a safe escape route off the side of the road. If that's not possible, you may need to lay the bike down and slide—better this than to hit a car or go over a cliff.

Research by Prof. David Gordon Wilson and his students at MIT has shown that a tire that fits tightly around the rim will allow the bicycle to be ridden safely to a stop, while a tire that fits loosely on the rim will tend to flop from side to side, making the bike uncontrollable. Unfortunately, tire and rim sizes are poorly controlled, so finding a tire with a tight fit is a matter of chance. For further details, see <http://design.runride.com/news/Tire-rim.pdf>.

Common causes of blowouts include improperly inflated tires (usually too little pressure), poorly-seated tires, improperly installed inner tubes (tube is pinched or folded) and punctures by objects that slice the tire (such as shards of bottle glass). If you roll a bike with a tire deflated, the tire and tube tend to creep along the rim, which can twist the valve stem and cause a blowout if not corrected. Often, you can see that the valve stem is tilted. Deflate the tire completely and center the valve stem in the rim hole. Push down on the valve stem before inflating the tire so that its base does not wedge between the tire and rim.



Debris Jammed between Front Tire and Fork:

Sometimes, a leaf or twig will become wedged between the front tire and fork.

It's usually harmless and will clear itself quickly. If not, stop well off the road and clear by hand. Never attempt to clear debris while riding. Your fingers could get caught in the spokes and then jam against the fork—not only mangling your fingers, but also throwing you over the handlebars. Unfortunately, this happened last season to one of our members (a very experienced rider), and he was seriously hurt.

Larger sticks are another story. Steer clear of these, as they can flip into your spokes and send you flying when they wedge between your spokes and fork.

Chain Drops: Dropping a chain most commonly happens when shifting chainrings, especially when shifting a triple chainring to the smallest ring. To avoid loss of control, it is best to sit down for the difficult shifts. If you're on the flats or descending, you may be able to coax the chain back on before coasting to a stop, using your front shift lever (not your hands!) while slowly rotating the crank. Don't, however, rotate the crank if the chain starts to jam—you'll only make it worse. If on an uphill, unclip quickly as you'll stop almost instantly. Get well off the road before attempting to fix the chain. If the chain has come off a chainring, avoid getting your hands dirty by using a stick or screwdriver to hold the chain against the bottom of the chainring while rotating the cranks backwards. Then realign the front derailleur if necessary. Similarly, it is usually easiest to replace a chain that has come off in the rear by turning the wheel backwards.

To reduce the chances of dropping a chain, keep your derailleurs properly adjusted, shift

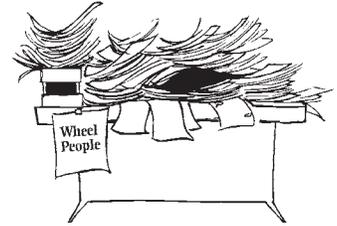
Safety Corner - Continued on page 3



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 -
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. Your document should be plain ASCII text, formatting will not be preserved. If the article can't be emailed, send a typewritten or hand-written 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.

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Wednesday Fitness and Masters Ride.....	Coleman Rogers.....	617-969-3403
Wednesday Wheelers.....	Dick Arsenaunt.....	781-272-1771
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Advertising Rates

Half Page	\$80.00	Third Page	\$55.00
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For more information please contact Marty Weinstock at 617-491-6523			

CRW Board Meeting Minutes

January 3, 2006

In Attendance:

Board Members: Eric Evans, Don Blake, Janet Tortora, Barry Nelson, Linda Nelson, Michael Aarons and Bill Widnall

Minutes (Janet Tortora)

Minutes from the November 11 & December 6 meetings were approved.

Reports of Officers, Coordinators, and Standing Committees

President (Eric Evans)

Board Membership

CRW President and Chairman of the Board, Eric Evans, introduced Michael Aarons, a new Board member. Michael is the Sunday Rides Coordinator. Eric thanked former Board members, Connie Farb, Raúl Raudales and Paul Schimek for their years on the Board. Paul has recently resigned his position on the Board, so the Board will elect someone to serve out the remainder of his term.

Finance Committee

The Finance Committee will be meeting soon and will recommend a VP of Finance to the Board. This person will fill the vacancy created when Eric Olson moved to another state.

Rides Committee (Michael Aarons)

Michael reported that the rides calendar still has openings. The ride leaders have been encouraged to offer the same ride on Saturday and Sunday of the same weekend or a different weekend. This will enable more cyclists to do the ride.

Membership (Linda Nelson)

Linda reported the membership numbers for December 2005: 1075 current memberships, 1287 current members, 8 expired members, 10 new members, 8 renewed members.

Vice President of Finance (Eric Evans)

Preliminary work on the 2006 budget has begun.

Social Committee

Rita Long, Susan Grieb, and Eric Evans have suggested that the Awards Dinner that was canceled in November, be held on March 9, at the Chateau Restaurant in Waltham. The social committee will be providing more details as they become formalized.

Status of financial filings (Bill Widnall)

Bill reported that the state is requiring more information. He is in the process of supplying the information.

Volunteer Committee (Andy Brand)

Eric Evans, reporting for Andy Brand, stated that the Volunteer Committee would meet this month. The committee is made up of Andy Brand, Eric Evans, Marilyn Hartman and Janet Tortora.

The next Board Meeting will be held on February 7, at 7:00 PM, at the United Church of Christ, Lexington in room 208.

Respectfully submitted,
Janet Tortora
Secretary

Put Yourself on the Map - Continued from page 1

add a photo and a message. If you become a member, which is free (you just have to add your email address), you can send mail to and receive mail from others on the maps simply by clicking their mail icon. They guarantee that the information provided will remain private.

Besides being fun, this has potential uses. It gives a good picture, literally of the geographic distribution of members. You can find others who live in your area who you might want to ride with. You can add your special interests (mountain biking, PMC, etc) to your message. There's also an email list, but we already have one for the club (<http://crw.org/maillist.htm>).

Another use for Google maps is a ride start map that I've created:

<http://crw.org/rides/ridestarts.htm>

Many of the popular ride start locations are here. If you're a ride leader and would like your ride start added, let me know and I'll add it if you have the coordinates of the start that would be great (they look something like: -71.283178, 42.492575).

Safety Corner - Continued from page 1

gently (especially when shifting to the small chainring), and shift to the small chainring before reaching a steep uphill. Some bikes with triple chainrings are prone to chain drops if the chain is on the largest cog (in the rear) when the rider shifts to the smallest chainring. Shift to the small chainring before shifting to the largest cog to avoid this problem.

Bumping Tires: If your front wheel bumps the rear wheel of a rider you are following, you are very likely to crash. It is sometimes possible to avoid a crash by gripping the handlebar firmly and steering toward the wheel you bumped, to brace yourself against it and regain your balance. Unless riding behind someone you can trust to ride smoothly and point out hazards, keep enough distance to see the pavement surface ahead. Never allow your front tire to overlap (come alongside) the rear tire of a rider you are following. If the rider has to swerve suddenly, you will bump tires.

General Precautions for Group Rides: Keep in mind the safety of others if something goes wrong. Shout a warning (even a scream, if that's all you can manage) so other riders know that you're about to slow or that you may lose control. Don't assume that they can tell. Do not stop suddenly if you can avoid it, especially for unimportant things like dropping your water bottle, missing a turn, or answering your cell phone.

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



No, they didn't just get off the boat. The CRW New Year's day riders in front of the USS Constitution



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 AM. 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: Michael Aarons [Michael.Aarons@XOMETRIX.com] (508-651-9259) 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.

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Amy Wood	Eastham

Take the free survey online at www.lunchdates.com



February Rides Calendar

On all CRW rides, please arrive at least 15 minutes before the published ride starting time. It is recommended that you bring pump, patch kit, spare tube, allen wrenches, screwdriver, lock, water bottle, some money, helmet, gloves, and a map. You should also carry an ID card, health insurance card, and emergency contact information.

Bare Natick

Sunday - February 5

Ride Type: Map and/or Cue Sheet

Times and Routes: 10:30 AM

Leaders: Eric Ferioli (781-235-4762)

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

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

Leaders: Bruce Ingle (508-877-1045 before 8PM, ingle@gis.net)

Description: The short ride is 20 miles and 1160 feet of climbing through Framingham, Sherborn, Holliston, Hopkington, and Ashland. The long ride is 35 miles with 2010 of climbing and adds Millis and Medway. Post Ride party at Bruce's house.

Start: Framingham Center Green at Edgell Rd. and Rt. 9

Directions: From the east: take Rt. 9 west. Approximately 1 mile past junction of Rts. 9 and 126, bear right at the Staples/Walgreens plaza. Take a right at first traffic light onto Edgell Rd. The green is on your left. From the west: take Rt. 9 east. Approximately 2 miles past the Sheraton Tara Hotel, bear right at Framingham State College exit. Take a left at first traffic light onto Edgell Rd and cross over Rt. 9. The Green is on your left.

Larz Anderson without the Snow

Sunday - February 26

Ride Type: Winter ride with cue sheet

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

Leaders: Eric Ferioli (781-235-4762)

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

Start: Putterham Circle Golf Course parking lot, Brookline

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

Lexington Revolution

Sunday - February 12

Ride Type: cue sheet and map

Times and Routes: 10:00 for 17, 32 miles or 50 miles

Leaders: Bogie D (978-761-0574 email preferred, bogie_crw_lead_feb12@nordia.us)

Description: Ride beautiful roads of Lexington, Concord, Carlisle, Lincoln, Chelmsford, and Westford. Lunch stop will be up to the individual rider and up to the weather. I will try to point out on the map food stores that might be open. During the summer (!!) some things to see include The Olde North Bridge, Hanscom Field, horse and dairy farms. There is a surprising hill at the end of the ride so save some energy.

Notes: In case of heavy rain, snow or if the roads look bad, check http://nordia.us/n/crw_lead_feb12/ to make sure the ride is still on (or contact leader).

Start: Clark Junior High School in Lexington

Directions: Take Route 2A East from Rte. 128. Take a right at the light at Waltham ST After 0.2 mile take a left on Brookside Ave. and follow the road to the parking lot at the school.

Bruce's Birthday Ride

Sunday - February 19

Ride Type: cue sheet

Times and Routes: 10:30 for 20 or 35 miles



CRW Trips

35th Annual Tour of Scenic Rural Vermont, TOSRV-East

Friday-Sunday, June 9-11, 2006

Join us for this classic Vermont weekend tour, biking through the Green Mountains as we pass quaint towns, dairy farms, ski areas, and eateries. Friday night we stay in a motel in Ludlow (new location this year). Saturday we bike 100 miles to a B&B in Waitsfield, returning 100 miles on Sunday by a different route. We try to stay on the valley roads as much as possible, but expect some serious climbing (sometimes over 10% grade). To enjoy this tour make sure you can bike 100 miles in less than 8 1/2 hours. Helmets are required.

Cost of \$120 covers Friday night lodging at the motel in Ludlow (double occupancy), Saturday night lodging at the B&B, Saturday dinner, Sunday breakfast. Sunday showers at the Ludlow motel, official patch, map, cue sheets, baggage transport, and weekend parking at the Ludlow motel. You are responsible for all other food along the way. Strictly limited to 30 riders.

For info and registration form, email John Springfield at spring6@comcast.net

Other Trips

MDDM 2006 - 22nd Annual Memorial Day Dash to Montreal

May 25-29

Join us for the 22nd running of a classic international tour. Thursday night stay at a ski lodge near Montpelier, Vermont (other options). 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 ~ 75 flat miles to Montreal, where we stay in the downtown Youth Hostel (2-person rooms available). Saturday & Sunday are free days with many options - cycling, cultural and otherwise. Monday ride ~75 miles back to the cars on the New York side of Lake Champlain, ending with a short ferry ride. Although there are no hills, this can be a tough ride due to strong headwinds! \$185 trip fee includes 4 nights lodging, 4 meals, sag support, tour T-shirt, tour water bottle, happy hour and extensive tour literature. Contact leader for info or to register. This is a Rogue Riders Bike Club trip. Leader: Charles Hansen H: (617) 734-0720 Email: velotrain@yahoo.com



A Touring Life

By John Springfield

The Ride to Utica Park

“Hey, look at this,” I said, pouring over Uncle Leonard’s county maps.

“What is it?”, asked Jim.

“It looks like Utica State Park is only ten miles away!”

“Do you think we could bike there?”

“Yeah, uh, sure... Let’s do it.”

It was the summer of 1960. Jim and I were 11 years old, cousins, soon to be new students in junior high. We were used to riding our single-speed bikes all over East Detroit. We easily covered 5 miles on some of our excursions.

But this was different. To us, Utica Park was more than a destination. It was a “far away” place. In our minds, you had to have your parents drive you there. You packed up the car, drove a long way out into the county, had a big picnic, went exploring along the Clinton River, and returned home asleep in the back seat. But we were getting bigger now. We had our bikes. We wanted our freedom. It was time to fly.

How difficult could a 20-mile ride be? We had all day, and the route was perfectly flat. But, still, this was a big step. If we had a problem, there would be nobody to rescue us. We were on our own.

Somehow we got our parents’ permission to go. On the big day, I rode 2 miles to Jim’s house. And then we headed north. We had no helmets, water bottles, riding shorts, riding shoes, gloves, extra tubes, or repair kits. We had no watch. We didn’t use sunscreen. Instead, we wore t-shirts, blue jeans, and gym shoes. We had a few peanut butter sandwiches and one dollar in change.

Our bikes were typical single speed bikes, complete with “middleweight” tires, fenders, and chain guards to protect our pants. The tires held about 40 pounds of pressure, but we rarely checked them. Some of the older kids had balloon tire bikes. But ours were newer. I got my Rollfast for Christmas in 1957. We had New Departure brakes, activated by pedaling backwards. The seats were wide and the handlebars were upright. Nothing fancy, but it got you there.

The roads north of Detroit are laid out in a grid. Every mile there is an east-west “mile” road. Jim and I lived near Ten Mile Road. We headed north on Schoenherr (pronounced SHANE-er) Road. By the time we crossed Twelve Mile Road, we felt like we were out in the country. There were still some houses, but lots of open space. By Fifteen Mile Road, we were halfway there. To celebrate, we stopped at a country store and bought 16-ounce bottles of RC Colas for 10 cents each. Other colas cost the same, but you only got 12 ounces. We had to leave a two-cent deposit on each bottle, but we got it back when we returned the bottle.

After our break, we watched as we crossed Sixteen Mile Road. We knew we would soon turn left on Utica Road, heading northwest toward the park. This was real country to us. The only houses were

the old farmer’s houses. There were clumps of trees ever so often, but mostly just wide open fields. The massive suburban housing developments were still a few years away. What we called Utica Park was really Dodge Brothers State Park. Today it is a city park in Sterling Heights.

When we pulled into the park on our own steam, we were the proudest kids on earth. We celebrated by wolfing down our peanut butter sandwiches, washed down by water from a drinking fountain. It was then I realized the gift of bicycling. Here was a way to visit far off places. To explore at your own pace. And, it required very little money.

I don’t remember too much about the return trip. We went back the way we came. We may have stopped at the same country store, perhaps having a Nesbits orange soda pop. We got back to Jim’s house in plenty of time. I then rode another two miles to my house.

In everyone’s life there are turning points, but you usually don’t realize them until later in life. But I knew something happened to me that day in 1960. I went on to have many more bicycle adventures, but the ride to Utica Park started it all.

It was then I realized the gift of bicycling. Here was a way to visit far off places. To explore at your own pace.

Dreaming of a Bike Tour?

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The Memorable Charity Ride

by Irene McLaughlin (for Lynn Morley)

I always rode a mom bike on the roads. Not even on the roads, really, just on the bike paths. Or, dare I say it: on the sidewalks. And, for 5 years I did a spin class at the Old Colony YMCA in Middleboro. If you knew our spin teachers you'd know that counts for something.

I decided last year that it was time for me to move out of my comfort zone and hit the roads. I needed to do something about Alzheimer's disease.

My mother-in-law has Alzheimer's. And, as any family member of someone with the disease knows, you feel pretty hopeless and helpless as you witness someone who had once been dignified, vibrant, and loving get lost behind the haze of dementia that slowly and cruelly overcomes them.

So, I wanted to do something about it, and this summer, that something was Memory Ride.

Memory Ride is a two-day cycling event from Brattleboro, VT to Boston, MA which is held to broaden the public's awareness of Alzheimer's disease and to raise money for research. The course winds through the hills of one of the most beautiful routes in New England. The current Memory Ride course was designed by a professional cyclist to be physically challenging and visually exciting, with rider safety the number one priority. I was excited by the brochure's call to "travel along beautiful country roads, through stunning parks at their summer best and experience breathtaking mountain views."

However, embedded in the description is a formidable word for cyclists of even the highest caliber: mountain. How was a 47 year-old-grandmother like me whose entire cycling experience occurred indoors going to climb a mountain, much less descend one without breaking my neck or other less delicate parts of my anatomy? And, perhaps even more frightening: how was I going to ask my friends for money?

The later challenge was not as difficult as I had imagined it would be. It is truly amazing how quickly friends would hand me a ten or twenty dollar bill when I started discussing my mother-in-law's struggle with dementia. In fact, as I spoke about Memory Ride, I learned for the first time that many people who I had known for years had loved ones who suffered with Alzheimer's. They just never talked about it, largely because of the stigma that continues to surround this illness.

Getting ready to tour through 150 miles (day 1 is approximately 85 miles; day 2 is about 65 miles) proved to be a more difficult task. First,

I had to buy something better than the bike I had been using, which resembled a prop in the movie version of the Wizard of Oz. For my first baby, I chose a Specialized. (And you know you've gotten hooked on cycling when you admit this is merely the first of a number of bikes you will own.) Next, I needed a plan to actually learn to ride the thing on the roads. Fortunately, the Memory Ride organization set us up with a rider representative who organized training rides on Saturdays and Sundays. But while the organizers were terrific, the weather was less than cooperative. As a beginning biker, the idea of doing my first rides during a downpour was less than appealing to me. So, with all the rain we had this spring, my ride group really didn't get started until late May.

We started by going on smaller training rides, about 35 miles long, and ended up doing a maximum of a 65 mile long training ride prior to the weekend tour. After getting through the initial fears of having to share the road with (gasp!) cars, I surprised myself by becoming fairly obsessive about doing my training rides. I also ended up becoming fairly obsessive about spending time with my training partners. Six of us from my YMCA spin class ended up training together; Amanda (our rider representative), Frank (the person who recruited us all), Paul, Stacy, Steve and myself. In the process, we came to learn a great deal about each other. But since what happens on the roads stays on the roads, I think I'll keep this information confidential.

As I trained, I continued to hope that what I lacked in skill would be made up for by my enthusiasm. And lack skill I did. I still have the scars on my legs from my valiant albeit failed attempt to wear the clip shoes. (With a downhill start where one can average 40 mph while tapping on the brakes, it's probably a good thing that I decided to forego clips, at least for this year's ride.) The idea of a pace line remains foreign to me. Still, I did see improvement during the training period. By June, I no longer cringed when a car would pass. (We ended up doing a group ride on route 3A once. Never again!) My endurance increased, and in the week before the ride I felt like I was physically prepared to go the distance.

Then, before I knew it, Saturday, July 16th, the first day of Memory Ride was upon me. We started on Saturday morning from the Holiday Inn Express in Brattleboro Vermont. My five training partners and I quickly fell into pace with other people, and we soon struck up conversations with our fellow riders. Before we knew it, we were singing that Tim McGraw song, "Live Life Like You Were Dying." It be-

came our theme song for the day, which we crooned the whole time we were riding.

The fact that we were singing might lead you to believe we were lollygagging. Indeed, we were and loving every moment of it. The great thing about Memory Ride is that it's a bike tour, and a rider can move up and down the line of cyclists and talk to all sorts of people on a diversity of bikes in a variety of fitness levels. Riding with 139 other cyclists creates an air of excitement and fulfillment unlike anything I had ever experienced before. It was truly inspiring.

This is not to say that we did not have our problems. In fact, my group became nicknamed "The Calamity Janes" by a number of our fellow riders. Inevitably, we'd get half way up a hill, and someone would get a flat, a chain would come off, or some other mechanical problem would occur. We became very close to the SAG vehicle folks, who ended up giving us their personal cell phone numbers. (Well, the truth is that my husband Bill was driving one of the SAG vehicles, but that's beside the point.)

Because we were SAGed quite a bit that first day, we came in late. Late wasn't palatable to one competitive team member of the dubbed Calamity Janes', but place wasn't what mattered most to me. It was the fact that I was able to make it. And making it inspired me to strive for more.

All the experiences of the weekend - struggling up a hill, reaching the crest and soaring down (never thought I'd say that), making sure each other ate right and went ... (yes, mother Amanda), waiting with team member's while their bike was repaired, or sharing experiences with other riders - created a synergy between our team members and a commitment to the goals of Memory Ride. This year, in honor of my mother-in-law, I will be participating in Memory Ride 2006 ...

... because no one should forget how to ride a bike.

Banquet - Continued from page 1

to Al Bolea. We'll also be giving away the door prizes graciously donated by area bicycle clubs. Since CRW is subsidizing this event, we've been able to hold the cost down to \$25 per person. There will be a choice of three entrees, including a vegetarian option. A cash bar will be available. We can bring our own cake, so if anyone has creative cake ideas, e-mail Rita Long at RitaCLong@comcast.net.

The restaurant needs a firm headcount a week in advance. So checks for \$25 need to be received by Don Blake at 1 Gleason Rd., Bedford, MA 01730 by Friday, March 3. Unfortunately, no late reservations will be accepted, and we cannot accommodate walk-ins.

Hopefully the third time will be the charm and we look forward to seeing everyone there.

RESISTANCE TRAINING FOR ENDURANCE CYCLISTS

“To achieve full potential as an endurance athlete and remain competitive in events, an individual resistance training program should be implemented.”

by Dan Kehlenbach & John Hughes

Resistance training is a valuable tool that can contribute to the development of endurance athletes of all abilities. Traditionally, athletes and coaches were reluctant to include strength training as part of the endurance athlete's training program in fear of developing “extra bulk” that would reduce cardiovascular performance. In recent years, current research has shown that strength training has no adverse effect on aerobic capacity and can enhance muscular strength and power. In addition, other benefits to the endurance athlete include: maintaining proper muscular strength ratios, increasing bone mineral density, enhancing connective tissue, preventing overuse injuries, improving lactate threshold and improving exercise economy.

Cycling, swimming, running, or any other endurance activity subjects athletes to continuous, repetitive movements that can last for many hours. This can result in a strength deficit in selected muscle groups that may compromise optimal performance and efficiency, and may also lead to injuries. With cyclists the pedaling motion can overdevelop the powerful hip and knee extensors resulting in an imbalance between the muscles of the hip and thigh. Resistance training can address this by including specific exercises for the hamstring

muscles to maintain proper strength ratios and promote optimal joint stability.

In addition to muscular adaptations, strength training also promotes development of bone and connective tissue. Bone is a dynamic tissue that provides a rigid lever to support movement. Bone is sensitive to changes in forces it experiences and has the capacity for growth and regeneration if damaged. Activities must be weight bearing to provide the most effective stimulus for bone formation. Cyclists and swimmers are particularly vulnerable since their activities are non-weight bearing in nature. They should incorporate strength training to promote bone health.

Strength training can also enhance connective tissue resulting in an increased ability to withstand greater forces and improved overall joint integrity.

Overuse injuries can be frustrating to the athlete and may result in lost training time and severe setbacks. Many of these injuries are predictable and can be prevented with proper training progressions and a “prehabilitation” strength-training program. Prehabilitation refers to the realization that a potential for injury exists, and implementing specific strategies to prevent such occurrences. Each sport has common overuse injuries that affect many athletes. In cyclists, inflammation of the patellar tendon (patellar tendonitis) can result from repeated knee flexion and extension during pedaling. During a four-hour training session, the knee joint can undergo over 25,000 flexion/extension cycles subjecting the tendon to high stress. Supplementing the cyclist's training program with strength exercises can help maintain proper muscular balance and enhance the connective tissue network to reduce the possibility of patellar tendonitis.

Lactate threshold, an important element of endurance performance, can be enhanced with strength training. One study in 1991 found that strength training improves cycling endurance performance independently of changes in VO₂ max. After twelve weeks of strength training performed three times per week, cycling endurance time performed at 75% VO₂ max improved by an average of nearly nine minutes. The improved endurance comes from changes in muscle fiber-type recruitment. A greater

percentage of slow-twitch and reduced rates of fast-twitch recruitment during exercise result in increased power.

Critical to the endurance athlete is developing high levels of exercise economy. Exercise economy refers to the energy cost to maintain a given level of output. Economical athletes can perform at a higher level while experiencing less fatigue. A 1997 study by the University of New Hampshire of 12 distance runners revealed that strength training significantly improved running economy, and strength in the upper and lower body.

To achieve full potential as an endurance athlete and remain competitive in challenging events, an individually designed resistance training program should be implemented. Each athlete, regardless

Doing resistance exercises three or four days a week will improve your performance off the bike and reduce the risk of injuries.

of sport, brings to the training table a set of unique talents and abilities that can be molded and shaped into a more complete athlete with the addition of a regular resistance training program.

Resistance training is any activity that overloads muscles more than on the road bike, thus resulting in strength gains. Resistance training does not necessarily require special equipment, or long hours in the gym.

Resistance training can have five benefits for the endurance cyclist:

- Increasing core strength and creating a stable platform for pedaling power.
- Developing leg strength, which can be turned into increased power on the bike.
- Improving the balance among muscle groups, resulting in increased pedaling economy and efficiency.
- Strengthening connective tissues, to reduce the risk of injury.
- Improving upper body endurance and comfort on the bike.

Any strength training program should follow the general principles of resistance training:

- Activities that are weight-bearing and/or use free weights (e.g., hiking, lunges) require more balance and motor control and thus stress connective tissues more than strength training with machines.
- Exercises that work multiple muscle groups and joints (e.g., lunges, wall squats) are



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more efficient at developing strength than activities, which work a single muscle group (e.g., hamstring curls).

- Resistance activities which move in the same forward-backward plane as cycling, and have a similar motion to road cycling (e.g., snow shoeing, mountain biking) will translate more directly to improved cycling than activities which are more general (e.g., squats).
- Since most of us have a dominant side, exercises which work each leg separately (e.g., one-legged pedaling, lunges) are better than activities, which work both legs (e.g., rowing).
- Exercises which work a single muscle group (e.g., hamstring curls) are useful for addressing specific muscle imbalances.

Resistance Training Exercises

Doing resistance exercises three or four days a week will improve your performance off the bike and reduce the risk of injuries. Recommended exercises are illustrated at www.ultracycling.com/training/training.html to:

- Increase core strength
- Develop leg strength
- Improve muscle balance
- Strengthen connective tissues
- Improve upper body endurance

These simple activities don't require much special equipment. You can purchase resistance bands, ankle weights, etc. at

- Perform Better
<http://www.performbetter.com>
- Power Systems
<http://www.power-systems.com>

Kehlenbach is certified as a strength and conditioning specialist with the NSCA and as an expert level coach with USA Cycling. John Hughes is director of the UMCA, an NSCA certified personal trainer and a USA Cycling coach.

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Preventing Muscle Injury in the Winter

by Matthew Golembeski, DC

The Massachusetts winter chill penetrates right down to the bone, but, like any true cyclist, we endure the pain and ride anyway. Why let 15 degrees keep us from riding when we know that the winter chill will eventually abate and Mother Nature will transform Massachusetts into the warm spring wonderland that invigorates our slumbering legs? So, we ride through the winter, packing on layers of clothing, maybe even bubble wrap, trying to keep the cold at bay, without paying much attention to the effects the cold can have beneath the skin—on the muscles.

Extra care must be taken during the winter months to prevent muscle and other soft tissue injury. Many of us make attempts at stretching, albeit very poor attempts, before we ride. Maybe we do a couple knee bends, reach to touch our toes for a few seconds and maybe even get on the ground for a few more quick stretches. Some jump up and down for a few seconds and call that a warm up. These efforts may feel good and give one a sense of pre-ride confidence, but they do little to prevent injury.

Muscle injuries usually occur early during exercise, when the muscle is still "cold," or late during exercise when the muscle has fatigued. During winter months the muscles take longer to warm up, and cool down quicker, increasing the window of time in which we are most prone to injuries. Compounding this effect, in winter we generally do not maintain the same level of fitness that we do in the summer months, even though mentally we may still feel like we have that late-summer invincibility.

Take care during your pre-ride warm up in the winter. Your goal is to adequately increase the blood flow and oxygen delivery to the muscles before riding to minimize the risk of injury when you hit the cold. Spend 10 to 15 minutes on your indoor trainer. Begin at a slow pace and then increase your effort until you reach a moderate heart rate, allowing the muscles time to adapt to the exercise.

After your warm up, when you finally hit the pavement, avoid early sprints and other early intense efforts. If your normal route includes an early climb or if you enjoy an early warm up sprint, reverse your normal route and ease

Allow your body time to adapt to the extreme outdoor temperature

into the ride. These early intense efforts stress the muscles prematurely and will only increase the risk of injury. Again allow your body time to adapt to the extreme outdoor temperature.

Following your ride, take another fifteen to twenty minutes, while the muscles are still warm and pliable, and stretch the hamstrings, quadriceps, hip flexors and calves. Hold each for 20-30 seconds and repeat two to three times. Do not stretch until it becomes painful. More is not better here. Too much stretch will signal to the muscle to contract and the positive effects of stretching will be lost. Only stretch until you feel a light tension or pull. For more information on appropriated stretching techniques visit www.nespineinstitute.com.

By following a few simple guidelines you can safely extend your riding season through the winter, keeping your legs fresh and strong for that entry into early spring riding. Taking a few extra minutes to care for your muscles will help prevent those nagging injuries.

2006 MILEAGE CHART Prepared by Ken Hubler

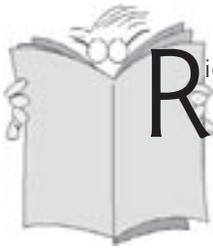
		SUN	MON	TUE	WED	THU	FRI	SAT	WEEKLY	CUMUL			SUN	MON	TUE	WED	THU	FRI	SAT	WEEKLY	CUMUL	
JANUARY	1										FEBRUARY	1										

2006 CRW Bike Mileage Log

You can download a pdf of this nifty calendar to record your daily mileage at: <http://www.crw.org/BikeLog2006.htm>

Little Jack's Corner

by Jack Donohue



Ride arrows are usually your friend but sometimes they can lead you astray.

I was out for a short ride one day, when I noticed some unfamiliar arrows

on the route. I had been wondering where they went for some time, as I had seen them all over, so I decided to follow them and find out where they went. Always nice to add another ride to the repertoire.

Started out on Rangeway road in Billerica, heading North. So far, so good, quiet back roads, went by the place with a dam in Billerica I had been to before. More back road, when I noticed I was crossing 495. At this point it occurred to me that if you start from Billerica and head past 495, you would probably end up in, you guessed it, Lowell.

Now I have nothing against Lowell, it's a fine city, and the brewhouse is one of my favorite places to sample beer, but I had in mind a somewhat more bucolic ride. But at this point, it was only me and my arrows, since I had no idea where I was, so I decided to press on. I'm pretty sure the ride did in fact start in Lowell, and I got to what looked like the starting place. The arrows continued on, so I figured all I need

do is follow them home. That would have been a good plan. If it weren't for the fact that shortly thereafter there was an intersection with a bunch of cobblestones and no signs of an arrow. So now I was hopelessly adrift in downtown Lowell. So I moved into Donohue Navigational System mode. The theory is, you get to an intersection, always take the bigger road, and eventually you will find one big enough to have signs telling you where you

The theory is, you get to an intersection, always take the bigger road

are. This was not as successful as usual. After wandering around pretty much in circles for a while, I saw a sign that promised routes 110 or 3A. Good, I thought, once I get to 110 I'm sure I can find my way home, since depending on which direction I was pointed, I would either end up at my office or in Harvard, both known coordinates. Unfortunately, Rte 110 never materialized and I was afraid I had entered the Lowell triangle. Things were looking grim.

Now being a guy, I don't normally consider asking for directions unless I'm desperate.

After riding around Lowell in circles for awhile I was reaching desperation level. A police cruiser passed and I thought, they'd be a good source of information, but I couldn't readily chase them down. But being as Lowell is a big city with lots of traffic and red lights, I found them again stopped at a light. They were in the middle lane of traffic, so I had to thread my way through a line of cars until I got next to the driver side window. They looked a bit surprised when I appeared out of nowhere, but fortunately no guns were drawn, and they told me that if I went left, I would end up at the Drum Hill rotary where I could pick up Route 4. Now the Drum Hill Rotary is not for the faint of heart. Even in a car, it's pretty scary. I suspect it was designed by highway engineers who were closely related to Catbert, the evil Director of Human Resources. They must have thought it was pretty amusing designing a rotary where you have to cross six lanes of circulating traffic to get where you need to go. Which was exactly what I needed to do. Fortunately, there wasn't too much traffic then so I just pointed myself in the direction I needed to go and charged ahead.

Back on Route 4, and life was good. Now I know how to get to Lowell by bike, I just don't know how to get back.

Hanging In

Honor Roll for 2005

We've relaxed the rules a bit this year.

To qualify, you must have sent in your mileage for at least five years. Given that, we have a few people back from the grave this year.

Welcome newcomers to the list Don MacFarlane and Rich Whalen.

The Johns, Springfield and Kane tie for the longevity prize, 26 years each of reporting their mileage to WheelPeople.

Name	Years	Average	Total
Melinda Lyon	21	15,421	323,833
Jack Donohue	24	10,104	242,503
Robin Schulman	18	7,989	143,795
Gerald Goode	15	9,198	137,965
John Bayley	10	12,903	129,033
Paul Corriveau	15	8,401	126,014
Pamela Blalock	12	10,439	125,272
Dave Jordan	16	7,402	118,438
Mike Kerrigan	12	8,996	107,950

Name	Years	Average	Total
Glenn Ketterle	18	5,812	104,621
Ken Hablow	15	6,692	100,382
Peter Knox	14	7,137	99,917
Bruce Ingle	11	9,016	99,172
Joe Repole	20	4,870	97,392
Jamie King	22	4,355	95,811
Bob Sawyer	19	5,038	95,716
Jean Orser	11	7,106	78,164
Peter Brooks	14	5,282	73,942
Ed Hoffer	16	4,360	69,753
Mike Hanauer	24	2,784	66,809
Ken Hjulstrom	19	3,405	64,688
Irving Kurki	11	5,648	62,125
Tod Rodger	6	9,291	55,746
John Kane	26	1,932	50,236
Jeff Luxenberg	25	1,947	48,668
David Wean	9	5,203	46,831
Doug Cohen	11	4,048	44,525
Don MacFarlane	5	8,758	43,790
John Allen	18	2,401	43,225

Name	Years	Average	Total
Dick Arsenault	8	5,311	42,489
Bill Widnall	8	4,676	37,410
Susan Grieb	20	1,737	34,745
Gabor Demjen	9	3,777	33,990
John Springfield	26	1,249	32,468
George Caplan	24	1,240	29,764
Bill Hanson	9	2,972	26,745
Marc Baskin	7	3,635	25,443
Sheldon Brown	13	1,868	24,286
Ted Hamann	9	2,604	23,434
Cynthia Snow	6	2,181	13,084
Rich Whalen	5	2,340	11,698
Elaine Stansfield	6	1,867	11,199
John Loring	12	891	10,686
Cynthia Zabin	6	1,480	8,881
Tracey Ingle	11	636	6,995
Greg Tutunjian	6	1,141	6,843
Jared Luxenberg	19	231	4,394
Jacob Allen	13	248	3,225

December Mileage Totals **3 8 7 3 6 0**

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Melinda Lyon	14747	-	-	-	Joseph Tavilla	4735	-	-	-	Bill Hanson	2291	-	-	-
Gerald Goode	13852	-	-	10	Jean Orser	4675	4	3	-	Cynthia Zabin	2129	-	-	-
Rick Gowen	12335	3	3	6	Darrell Katz	4665	-	-	-	Lisa Weissmann	2080	3	-	-
John Bayley	11680	9	8	5	Paul Corriveau	4565	4	3	-	William O'Hara	2037	3	1	-
Don MacFarlane	10533	12	2	5	Larry Kornetsky	4427	3	-	-	Lee Levitt	2032	3	-	-
Robin Schulman	10101	10	4	5	Ken Hablow	4383	6	-	-	Henry Marcy	1915	1	-	-
Pamela Blalock	10005	8	8	5	Glenn Ketterle	4343	2	-	-	Marc Webb	1805	5	1	-
Jack Donohue	9598	-	-	3	Bob Sawyer	4285	-	-	-	Susan Grieb	1675	-	-	-
Dave Jordan	9441	-	-	1	Chris George	4185	4	-	-	Mike Hanauer	1607	-	-	-
Bruce Ingle	9387	10	9	3	Frank Aronson	4132	5	3	-	Lincoln Ross	1529	-	-	-
Glen Reed	8868	7	5	2	Douglas Cohen	4115	3	1	-	Greg Tutunjian	1500	2	-	-
Steve Robins	8044	-	-	1	Otto DeRuntz	4077	3	3	1	Cynthia Snow	1229	-	-	-
Jim Krantz	7816	7	5	5	Gary Smiley	4053	4	-	-	John Kane	1208	-	-	-
Paul Hardin	7758	8	4	3	Ken Skier	4014	5	2	-	Elaine Stansfield	1103	-	-	-
Mike Kerrigan	7203	3	3	1	Joseph Moore	4010	6	-	-	Jeff Luxenberg	936	-	-	-
Richard Taylor	6811	12	11	-	Marc Baskin	4005	3	1	-	Ted Hamann	924	-	-	-
Tod Rodger	6726	6	2	1	Doug Hartley	4000	4	2	-	Rich Whalen	787	-	-	-
Irving Kurki	6361	10	4	1	Bill Widnall	4000	9	3	-	George Caplan	595	-	-	-
Janet Tortora	6134	5	4	-	Marilyn Hartman	3960	5	3	-	Tracey Ingle	487	-	-	-
Edward Boches	6131	5	1	1	Gabor Demjen	3807	4	5	-	John Loring	386	-	-	-
Linnea Olson	5744	9	4	2	Ken Hjulstrom	3526	-	-	-	Jared Luxenberg	213	-	-	-
Winslow Green	5590	6	5	-	Kent Anderson	3283	5	3	-	Jamie King	199	-	-	-
Butch Pemstein	5576	-	-	-	Dan Freedman	3220	2	-	-	Jacob Allen	112	-	-	-
Dick Arsenault	5543	5	1	-	Sumner Kagan	3028	1	-	-					
David Wean	5505	4	-	-	Craig Weiner	3020	5	1	-					
Peter Brooks	5233	8	5	-	John Allen	2949	2	1	-					
Larry Murphy	5190	12	-	-	John Springfield	2901	-	8	-					
Joe Repole	5109	12	12	-	Sheldon Brown	2698	-	-	-					
Don Mitchell	5085	4	1	-	Ed Hoffer	2682	-	-	-					
Andrew Brand	5007	5	3	-	Rudge McKenney	2568	2	1	-					
Peter Knox	4755	4	4	2	Jerry Green	2402	1	-	-					

We've got quite a few entries in the 10K club this year. Also we have a tie at exactly 4000 miles between Bill Widnall and Doug Hartley. Is this coincidence, or were we riding around the block several hundred times to make it happen?



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Harris Cyclery

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790 Worcester St. (Route 9),
Natick
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276 Turnpike Road, Westboro
508-836-3878

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Attleboro
508-761-4500

Northeast Bicycles

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781-233-2664

Pro Cycles

669 Main St., Wakefield
781-246-8858

Quad Cycles

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Arlington
781-648-5222

Ski Market, Ltd.

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508-832-8111
860 Commonwealth Ave,
Boston
781-890-1212

Ski Market, Ltd. (cont.)

400 Franklin St., Braintree
781-848-3733

CrossRoads Ctr., Burlington
781-272-2222

Endicott Plaza, Danvers
978-774-3344

686 Worcester Rd.,
Framingham
508-875-5253

Southampton Bicycle Center

247 College Hwy.,
Southampton
800-527-9784

St. Moritz

475 Washington St.,
Wellesley
781-235-6669

Town and Country Bicycle

67 North St., Medfield
508-359-8377

Travis Cycles

7 Oak St., Taunton
508-822-0396

722 N. Main St., Brockton
508-586-6394

Wild Women Outfitters

397 Massachusetts Ave,
Arlington
781-641-5776

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Charles River Wheelmen

1 Gleason Road
Bedford, MA 01730

Join/Renew The Charles River Wheelmen

New Membership Renewal Please check one

In consideration of being permitted to participate in any way in the Charles River Wheelmen (CRW) sponsored bicycling activities, I for myself, my personal representatives, assigns, heirs, and next of kin:

1. acknowledge, agree and represent that I understand the nature of bicycling activities and that I am qualified to participate in such activities; I further acknowledge that the Activities will be conducted over public roads and facilities open to the public during the Activities and upon which hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the activity.

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

3. hereby release, discharge, covenant not to sue, and agree to indemnify and save and hold harmless CRW, their representatives, administrators, directors, agents, and employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of premises on which the Activities take place (each considered one of the participants herein) from all liability, claims, demands, losses, or damages on my account caused or alleged to be caused in whole or in part by the negligence of the participants or otherwise, including negligent rescue operations.

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

Date _____ Date of Birth _____

Signature(s) _____

Name(s) _____

Address _____

Phone (eve.) _____ (day) _____

e-mail _____

We sometimes allow bicycle-related companies the use of our membership list. Check this box if you don't want to receive mailings from these companies.

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

PAPER via Postal Service ELECTRONIC via email

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

Membership Fees	1 year	2 years	3 years	Additional contributions to CRW (\$1, \$5, ...) are greatly appreciated!
Individual	\$20	\$38	\$55	
Household	\$25	\$48	\$70	

Make check or money order payable to Charles River Wheelmen and send completed form and membership fees to: Linda Nelson, 65 Hillside Ave, West Newton, MA 02465.

I'd like to help with the activities checked below. Please have someone contact me:

- Ride Leader Publicity Legislative Action
- Safety Membership Newsletter
- Host a post-ride party Special Events
- Other _____



Change of Postal or E-mail Address?

Submit the changes at our web site: <http://crw.org/MembersInfo.htm> or mail the changes to our Membership Coordinator at the address above.