
Wheel People



Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXX, Number 5 · May, 2006

CRW 40th Birthday Party

by Ralph Galen

A Look Ahead - It was not easy finding the “perfect” date for our 40th. Birthday Party but we are now all “set”. The date is Saturday, the 29th of July and the location is Larz Anderson Park in Brookline—the home of the Larz Anderson Antique Auto Museum as well as their recent acquisition of a permanent Antique Bicycle collection. Previous to the party we will offer a 50 mile long ride and a 25 mile short ride. Bruce Bailey of Concord a charter member of the Club and our original ride leader will lead the short ride. Eric Ferioli of Wellesley will not only arrow the rides but he will lead the 50 mile long ride. Eric will try to include the Saturday morning fitness ride as a part of the long ride. We are grateful to Eric and Bruce for their devotion to the Club. The plan is to start the rides between the hours of eight and ten o'clock in the morning so that we will not be holding up traffic as a single starting time might. In all likelihood there will be in the neighborhood of 300 members or more who will attend the Ride and/or Party. Be sure to mark the date of Saturday the 29th of July on your calendar



The Rides start between the hours of eight and ten. The 40th Birthday Party will begin at two o'clock in the afternoon. If you no longer ride be sure to come to the Party. A panoramic photograph will be taken at four PM. Before the photograph the 40th Birthday Cake will be cut and served. We will also have a 40th Anniversary collectors item CRW bicycle cap (not baseball cap) gift for each paying member or guest (a ten dollar value). The caps are being offered to our Club by Quad Cycles of Arlington Heights at their cost; another show of appreciation to our non-profit organization. We will be able to move the party inside the museum in the event of rain.

A Look Back - Speaking of marking the roads do you know the origin of this method of creating leaderless rides for bicyclists? Some old timers may remember Captain Dan Henry of the New York Cycle Club. Originally the arrows were called “Dan Henry” arrows. Dan was a retired airline pilot who had an abiding love of the bicycle as well as hills. Many

The 40th Birthday Party - Continued on page 3

Ain't no drag .. CRW Ride Leaders got a Brand New Bag

As a “thank you” gift to all 2006 ride leaders, the Rides Committee has commissioned custom-made seatbags from Jandd Mountaineering. Sure, these seatbags are weatherproof and guaranteed for life by Jandd, but more importantly they are custom embroidered with the CRW logo on the side and emblazoned with “CRW Ride Leader” across the back. To see a picture of these limited-edition seatbags, check out the following link on the CRW website (<http://www.crw.org/seatbags.htm>).

If you have volunteered to lead a ride in 2006 and haven't yet received your seatbag, contact

Brand New Bag - Continued on page 3

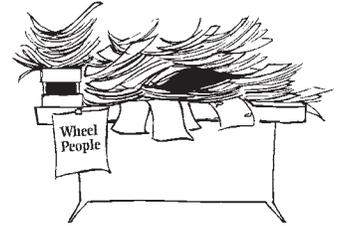
Highlights Inside

Board Meeting Minutes.....	3
Recurring Rides	4
May Rides	5
Spring Century Info	6
CRW Trips.....	8
Safety Corner - "Side-by-Side Riding"	9
Cycling Zen: Your Body Rides with You	10
Great Tasting Recovery Drink	12
A Touring Life - "Moose Tipping"	13
Little Jack's Corner	14
March Mileage.....	15



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.

BOARD OF DIRECTORS

	Term Expires	
Michael Aarons.....	2008.....	508-651-9259
Don Blake.....	2007.....	781-275-7878
Andy Brand.....	2006.....	617-247-9770
Eric Evans.....	2007.....	617-901-3958
Barry Nelson.....	2006.....	617-964-5727
Linda Nelson.....	2007.....	617-964-5727
Janet Tortora.....	2008.....	978-692-7273
Bill Widnall.....	2008.....	781-862-2846

OFFICERS AND COORDINATORS

President.....	Eric Evans.....	617-901-3958
Executive Vice President.....	Andy Brand.....	617-247-9770
Vice President of Finance.....	OPEN.....	
Vice President of Publications.....	Ken Hablow.....	781-647-0233
Vice President of Legal Affairs.....	Jeanne Kangas.....	978-263-8594
Secretary.....	Janet Tortora.....	978-692-7273
Treasurer.....	Don Blake.....	781-275-7878
Insurance Coordinator.....	Don Blake.....	781-275-7878
Membership Coordinator.....	Linda Nelson.....	617-964-5727
Membership Information.....	Larissa Hordynsky.....	617-527-5620
Information.....	Keith Manning.....	781-643-4628
Special Projects Coordinator.....	OPEN.....	
Publicity Coordinator.....	Marty Weinstock.....	617-491-6523
Merchandise.....	Kimberley Fitch.....	781-354-4780
Mileage.....	Ken Hablow.....	781-647-0233
Government Relations.....	Jack Donohue.....	781-275-3991
Bike Shop Program.....	Ted Hamann.....	617-576-0475
Volunteer Coordinator.....	OPEN.....	
Social Committee Chair.....	Marilyn Hartman.....	781-935-9819
Safety Coordinator.....	Ed Glick.....	978-250-1883
	Bob Zogg.....	617-489-5913

RIDE PROGRAM COORDINATORS

Vice President of Rides.....	Connie Farb.....	978-443-4993
Saturday Rides.....	Eli Post.....	617-306-1838
Sunday Rides.....	Michael Aarons.....	508-651-9259
Winter Rides.....	Eric Ferioli.....	781-235-4762
Intro Rides.....	Eli Post.....	617-306-1838
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.....	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.....	Chris Randles.....	617-969-2545
	Michael Aarons.....	508-651-9259
Sunday Fitness Rides.....	Andy Brand.....	617-247-9770
	Bob Dyson.....	508-668-8122

WHEELPEOPLE STAFF

Copy Editor.....	Jack Donohue.....	781-275-3991
Production Editor.....	David Cooper.....	781-483-6960
Advertising.....	Marty Weinstock.....	617-491-6523

INTERNET STAFF

Web Site (http://www.crw.org)	
Webmaster.....	Gary Smiley..... webguy@crw.org
Picture Gallery.....	Rory Dela Paz..... rdelapaz@mindspring.com
Touring.....	Andy Meyer..... asm@ameyer.org
E-Mail List (CharlesRiverWheelmen@yahoo.com)	
Administrator.....	Barry Nelson..... barrynelson@alum.mit.edu

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

April 4, 2006



In Attendance:

Board Members (6):
Eric Evans, Don Blake, Linda Nelson, Barry Nelson, Bill Widnall, and Michael Aarons.

Minutes

Minutes from the March 7, 2006 meeting were approved.

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

Membership (Linda Nelson)

Linda Nelson reported that membership numbers for March 2006: 1084 current memberships, 1289 current members, 24 expired members, 15 new members, and 20 renewed members.

Rides Committee (Michael Aarons)

Michael Aarons stated that most weekends through the end of September were now filled. Although most dates in October and November are not currently filled, this is not unusual

and these open dates are expected to fill as the season progresses.

Michael showed an example of the custom embroidered seatbag that is the thank you gift for 2006 ride leaders. The Ride Leader party for 2005 ride leaders was held on March 26th, approximately 45 people attended.

40th Anniversary Celebration

Eric Evans presented the preliminary budget for the 40th Anniversary Ride party. The Anniversary ride will offer routes of 25 and 50 miles in length, these routes are currently being planned by CRW volunteers.

The next Board Meeting will be held on May 2nd at 7:00PM, at the United Church of Christ, Lexington, Room 208.

Respectfully submitted,
Michael Aarons
Board Member

The 40th Birthday Party - Continued from page 1

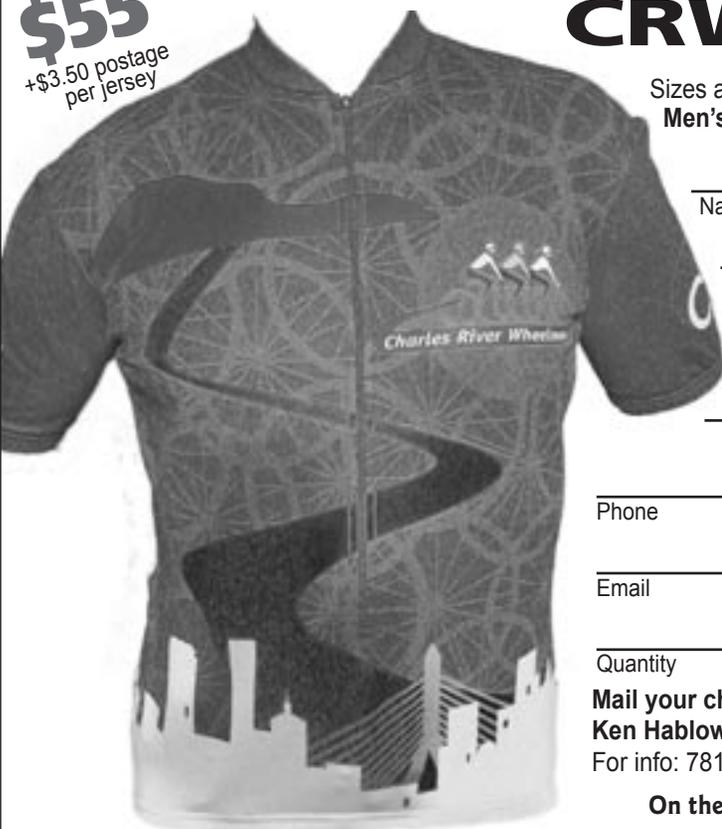
of his poems concerned his joy of hill climbing as he found the time to "smell" the roses. He also had the ability to remove all of his clothes except for his riding shorts while pedaling on his stationary rollers. To make a long story short Dan would fill his water bottle with paint. With an installed clip between the back stays of his bike frame he secured his paint brush. Kneeling on one knee, Dan would put a spot of paint on the road, and with the brush he painted his arrow, being careful to not back over the wet paint with his bike as he proceeded down the road looking for the next turn in the road and/or intersection.

Brand New Bag - Continued from page 1

Michael Aarons (days: 508-655-5430 or Michael.Aarons@XOMETRIX.com).

If you haven't volunteered to lead a CRW ride in 2006 yet, there's still time to help support the club (and earn one of these fantastic seatbags) by leading or co-leading a ride. If you want to get your feet wet slowly, we can pair you with a ride leader "mentor" to show you the ropes. Contact any Rides Committee member if you're interested in leading (see <http://www.crw.org/contacts.htm> for info). You can check out the 2006 weekend rides calendar and see the list of open slots at <http://www.crw.org/2006Rides.htm>.

THANK YOU ride leaders!



\$55
+\$3.50 postage per jersey

CRW Club Jersey

Sizes and VOMax recommended chest measurements:
Men's: S (33-36"), M (36-39"), L (39-43"), XL (43-45")

Name _____
Address _____
City _____
State, Zip _____
Phone _____
Email _____

Quantity	Size(s)	Total \$
----------	---------	----------

Mail your check, made out to CRW, and this order form to:
Ken Hablow, 35 Longmeadow Road, Weston, MA 02493
For info: 781-647-0233 - or - khallow@khgraphics

On the web at www.crw.org - Click on About CRW > Merchandise



Recurring Rides Calendar

These rides are held every week unless indicated

Sunday South Shore Coastal Loop

Ride Type: Rides of 37 and 50 miles. Arrowed, cue sheets available.

Routes and Times: 7:00 AM

Leaders: Andy Brand (abrand@alum.rpi.edu), Bob Dyson (rdyson22@comcast.net)

Description: This ride combines shady, quiet roads with beautiful vistas along some of the most scenic coastline on the South Shore. You'll find that the effort to make it to the 7 AM (sharp!) start will be paid back with a great ride with little traffic, and you'll be home in time for a well-earned brunch! Weather permitting, the SSCL will take place every week from April 9 through October 22. The 40 mile ride loops through Rockland, Hingham, Norwell, Scituate, and Cohasset. The 50-mile option adds a loop through Nantasket Beach and Pemberton Point in Hull, with a magnificent view of Boston Harbor from under the windmill. A coffee stop in Scituate is optional. An ideal ride for fast to moderate riders with pacerline experience or a desire to learn.

Start: Park'n'Ride lot, Rockland (opposite Home Depot)

Directions: Take Route 3 to Exit 14 (Rt. 228) in Rockland. Turn left at the end of the ramp, then left again at the first set of lights, and park in the Park'n'Ride lot. Call to confirm. Space unlimited.

Wednesday Wheelers

Routes and Times: Varies, usually 10:00 AM. Distances are typically between 30 and 40 miles.

Leader: Dick Arsenault (781-272-1771, rarsenault@rcn.com)

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.

Note: Different leader each week, to become a leader contact Dick Arsenault

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 day or early evening.

Wednesday Fitness and Masters Ride**

Ride Type: Arrowed. Cue Sheets available.

Routes and Times: 6:00 PM Sharp! for routes of 24, 27 or 34 miles.

Leaders: Keith Miller (kmiller@mathworks.com), Chris Tweed (781-830-1368, cmtweed@psrinfo.com)

Description: This Fitness Ride offers you the opportunity to ride with others in a pacerline format. The ride welcomes everyone, especially masters riders who would like to ride with their peers. Groups of approximately 6 riders are started according to their expected speed. We encourage staying together as a group, waiting for others to catch up if you become separated. You will ride on scenic, rolling roads through Needham, Dover, Sherborn and Medfield. Total climbing for the long route is 1475 feet.

Start: Broadmeadow Elementary School at 120 Broadmeadow Road, Needham, MA.

Directions: From Routes 128/95, take Exit 18, Great Plain Ave and head West towards Needham. At the first light, turn right onto Greendale Ave. Go up the hill 0.4 miles, just over the railroad bridge. The first left after the bridge is Grosvenor Road, turn and go .3 miles. Next right onto Broadmeadow Road for 0.1 miles and you are there!

Wednesday Ice Cream Ride

Routes and Times: 6:00 PM, Arrowed rides of 10, 19 and 27 miles.

Leader: Justin Haber (617-965-3904,

Justin@Haber.net), Gabor Demjen (781-444-4508, gabordemjen@verizon.net)

Description: Scenic rolling roads through the towns of Wellesley, Weston and Lincoln. The long route adds the additional towns of Sudbury and Wayland. Ride pace is varied, and ideal for the uninitiated as well as the experienced rider. We like to get together after the ride and have pizza at Mark's Sandwich Shop or the Wellesley Hills House of Pizza, followed by ice cream at the shop on Washington St (Rt 16).

Start: Grossman's Parking Lot on Rt 16 in Wellesley.

Directions: From 128 North or South, Take Rt 16 West approximately 3/10 mi. Parking Lot is on the right.

Thursday Fitness Ride**

Ride Type: Arrowed routes of 16, 28 and 34 miles. Arrow is an upside down white T.

Routes and Times: 6:00 PM SHARP

Leader: Rich Taylor (978-287-4921, richard_n_taylor@post.harvard.edu)

Description: The shorter rides wind through Bedford, Concord, and Carlisle. The long ride of rolling hills adds Westford and Chelmsford. Groups do the fitness ride between 14 and 20 mph. We conduct an introductory pace line clinic to teach safe group riding skills. We'll start around 15 mph and pick up the pace as the season progresses.

Start: LG Hanscom - General Aviation Airport.

Directions: Rt. 128 to Exit 30B (Rte. 2A West)-do not take exit for Rt. 4/225 which also says "Hanscom Field" on the sign. Go on 2A West for 1.5 miles until you come to the blinking light. Turn right at Airport Road into Hanscom Field and follow signs for the General Aviation Airport.

Friday TGIF Unwinder

Ride Type: 18, 24 and 28 mile rides. Fully arrowed, cue sheet and map.

Routes and Times: 6:00PM, 5:30PM starting September 15. Last ride on October 6 starts at 5:15PM.

Leaders: Ed Glick (edward.glick2@verizon.net), Paul Hardin (978-866-3040,

CRWGPSGuy@comcast.net)

Description: A club ride that provides something for all tastes. There is usually a fast group riding paceline while others tour at their own speed. The ride winds through the back roads of Concord, Carlisle, Acton and Chelmsford and is conducive to both the fitness rider and those out to enjoy the scenery. It is a great way to end the work week and there is always a group going out for dinner and/or ice cream after the ride. Start: The library parking lot of the Bedford Town Hall/High School/Library complex on Routes 4/225/62 in Bedford Center.

Start: The library parking lot of the Bedford Town Hall/High School/Library complex on Routes 4/225/62 in Bedford Center, 7 Mudge Way.

Directions: Take 4/225 west from 128 through Bedford Center. Just before Route 62 splits off to the left, you'll see the blue lights of the

police station. Take the driveway left and then right to go behind the library.

Saturday Morning Fitness Ride**

Routes and Times: 8:30 AM. This ride runs all year 'round. Three routes: 42, 28 and 19 miles

Leaders: Michael Aarons (mikea@pixelmonkey.com), Chris Randles (617-969-2545, jcrandles@comcast.net)

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!

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.



May 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.

Cape Cod Ride

Saturday - May 6

Times and Routes: 10 AM for 34, 42, or 61 miles

Leaders: Ed Foster (508-420-7245, erfoster@comcast.net)

Description: A gorgeous ride on lightly traveled roads with views of Buzzards Bay, Vineyard Sound, cranberry bogs, and salt ponds. The short ride, mostly in Falmouth, follows part of the route of the Cape Cod Marathon with 5 miles right on Vineyard Sound with great views of Martha's Vineyard. The long ride adds Sandwich, Cape Cod Canal, and Buzzards Bay. At 34 miles you have the option of continuing to Woods Hole and along Vineyard Sound for 61 miles, or cutting inland to shorten the ride to 43 miles.

Start: Mashpee High School, off Rte 151, about 75 miles from Boston

Directions: Via Bourne Bridge: Once over the bridge, continue around the circle to Rte 28 south. Go 7 miles to Rte 151 east (right off the exit ramp.) Go 5.5 miles to Old Barnstable Road (at light), turn right and then take the first left into Mashpee High School, and next left ("deliveries" sign) into parking lot. Via

Sagamore Bridge: Once over the bridge, take exit 2 (Rte 130 south, Cotuit, Mashpee) and after 7.2 miles turn right onto Great Neck Road. One mile further turn right onto Lowell Road. Lowell Road becomes Old Barnstable Road and after 1.9 miles crosses Rte 151 at a light. Turn left into Mashpee High School just after the light and take the next left ("deliveries" sign) into parking lot.

Concord Carlisle Lincoln Loop

Saturday - May 6

Ride Type: 30 miles at 10:00 AM

Times and Routes: Cue sheet

Leaders: Winslow Green (781-861-8837, wwgreen@massmed.org)

Description: We will take a tour over quiet country roads through Concord Carlisle and Lincoln. Rest stops at Minute Man Park Headquarters, and in Concord Center. The return route will take us past Walden Pond and through Lincoln Center. This is a "follow the leader ride". Details at the ride start or contact ride leader for more information. Cue sheet

available for those wishing to proceed at their own pace.

Start: Paul Revere Capture Site parking lot

Directions: Take Exit 30 (Route 2A) West about 1 mile west, across from Mill St.

Introductory Ride

Saturday - May 6

Ride Type: Cue Sheet

Times and Routes: Nahanton Park 9AM, Please arrive 20 minutes early!

Leaders: Eli Post (617-547-6778, elipost@comcast.net), Fred Kresse (781-444-1775, elipost@comcast.net), Larry Isaacson (617-332-4736, mail@lawrenceisaacson.com)

Description: Interested in group riding? New to CRW? Looking for a more casual ride or just getting back into cycling? Then this ride is for you! The route is an essentially flat, 19-mile loop through Needham and Dover. The rides average 10 to 12 miles per hour. The focus is on group riding, safety, cycling technique and fun. Skills development coaching and post-ride clinics will be offered if there is interest. NOTE: CRW membership is not required but

a HELMET is. Bikes should be ready to roll i.e.: proper tire pressure, chain lubed etc., seat adjusted, filled water bottle on board, pump and a spare tube if you have them. Heavy rain cancels the ride! Please feel free to contact leaders with questions.

Start: Nahanton Park on the Newton/Needham line

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. Parking may be limited; additional parking is available in the upper lot and at Cutler Park which is before the river crossing on Kendrick Street

Apple Hill

Sunday - May 7

Ride Type: Arrowed; Map & cue sheet

Routes and Times: 9:30 AM for 58 or 65 miles; 10:15 AM for 38 miles

Leader: Peter Brooks (617-833-0087, p.brooks@rcn.com)

Description: NOTE: New start location, & slightly altered route. Description: Ride from Concord to Harvard green for lunch on pleasant, challenging back roads. We will ride through Lincoln, Sudbury, Stow, Hudson, Boxborough, Harvard, Littleton, Westford, Carlisle, Acton, and Concord. There are few food opportunities on the ride so bring some snacks! The Harvard General Store WILL BE CLOSED ON SUNDAYS. I suggest that you bring what you need or on the

long route buy something at the Country Cupboard. Water may be available from the water fountain on the green. Be prepared for challenging hills and exciting descents. Extra Long route includes Lost Lake and Hoyt's Landing Roads in Groton.

Note: NEW START LOCATION! Ride on rain or shine! Plan to arrive a minimum of 15 minutes before the scheduled ride time.

Start: Lincoln Commuter Rail Parking Lot

Directions: By Car: Take Route 2 west from Rt 128/95. At the stop light at Tracey's Shell take Bedford Rd left or south. You have to go right around the "jug handle" to do do that. Continue one mile to Lincoln Center. (5 corner intersection with planter and library) Bear right on Lincoln Rd 1.5 miles to South Lincoln. Com-muter parking is way at the rear of the shopping

The Charles River Wheelmen Spring Century North To New Hampshire Sunday, May 21, 2006

Event held Rain or Shine

Join The Charles River Wheelmen on one of four beautiful routes on slightly rolling rural roads through the Merrimack Valley of northeastern Massachusetts and southern New Hampshire. Our 100 mile ride will take you through Exeter and Hampton Falls, NH. The other routes travel through such towns as Boxford, Groveland and Topsfield. All routes pass through the Harold Parker State Forest.

START -Wakefield High School, Rte 129 & Farm Street, 1 mi. east of Wakefield Ctr.

Heading south on Rte 128, take exit #4, Rte 129. Follow signs for 129 East for 1 1/2 miles to the center. Follow 129 east as it turns left. Approx. 1 mile past the center turn right onto Farm Street. The High School is 1/4 mile on the left.

Heading north on Rte 128, take exit 39, North Ave. Turn right at the bottom of the ramp. Follow this through Wakefield Ctr, across Main St. The high school is at the end.

TIMES - 8:00 - 100 miles *Full Century*
9:30 - 62 & 50 miles *Metric & Half Century*
10:30 - 25 miles *Quarter century*

COST - Pre-registration: CRW members - **\$10.00** Non members - **\$12.00**
Day of the event: CRW members and non members - **\$15.00**

- Water & food stops on the longer routes
- Bicycle Bozo's infamous tag sale
- After ride gala including our usual array of food & general camaraderie.
- CRW water bottle for all entrants
- Technical and mechanical support by **CycleLoft**
Please arrive at least 45 minutes early if you want your bike checked before a ride

Register online at <http://crw.org/CenturyRF.htm>



PRE-REGISTRATION FORM

This form must be received by May 15, 2006

There are no confirmations sent, once this form is mailed you are automatically registered.

Name _____ Phone _____

Address _____ City _____

State & Zip _____

Which Ride do you intend to complete: 100 62 50

CRW Member - \$10.00 Non Member - \$12.00

Please include your check made out to CRW and mail with this completed form to:

CRW Century, Jack Donohue, 26 Fox Run Rd., Bedford MA 01730



Total Enclosed

center parking. Take Trapelo Rd from Belmont to Lincoln Center. By Train: Arrives at 10:07 AM, Short ride will wait for the train.

West Podunk

Saturday - May 13

Ride Type: Arrowed

Times and Routes: 9:30 for 57 miles; 10:00 for 39 miles

Leaders: Steve Hoffenberg (781-259-4369, stevecrw@comcast.net)

Description: A scenic but hilly route on back roads in and around Shirley, MA, voted America's Most Historic Small Town by ePodunk.com (really!). Short ride includes Groton, Leominster, Sterling, Lancaster, and Bolton. Long ride adds nice loop in Townsend and Lunenburg. Both routes have late lunch stop in Harvard at the town's annual Apple Blossom Festival.

Start: Nashua River Rail Trail Parking Lot, Groton St., Ayer

Directions: Rt. 2 West, 4 miles beyond Rt. 495, take exit 38B for Rt. 110 East/111 North. Go 2 miles to rotary and follow Rt. 111 North/2A West toward Ayer. Stay on Rt. 111/2A turning right in downtown Ayer, then turn right on Groton St. just after the auto parts store. Parking lot is immediately on the right, before the bike path.

Introductory Ride

Saturday - May 13

Ride Type: Cue Sheet

Times and Routes: Nahanton Park 9AM, Please arrive 20 minutes early!

Leaders: Eli Post (617-547-6778, elipost@comcast.net), Fred Kresse (781-444-1775, elipost@comcast.net), Larry Isaacson (617-332-4736, mail@lawrenceisaacson.com)

Description: Interested in group riding? New to CRW? Looking for a more casual ride or just getting back into cycling? Then this ride is for you! The route is an essentially flat, 19-mile loop through Needham and Dover. The rides average 10 to 12 miles per hour. The focus is on group riding, safety, cycling technique and fun. Skills development coaching and post-ride clinics will be offered if there is interest. NOTE: CRW membership is not required but a HELMET is. Bikes should be ready to roll i.e.: proper tire pressure, chain lubed etc., seat adjusted, filled water bottle on board, pump and a spare tube if you have them. Heavy rain cancels the ride! Please feel free to contact leaders with questions.

Start: Nahanton Park on the Newton/Needham line

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. Parking may be limited; additional parking is available in the upper lot and at Cutler Park which is before the river crossing on Kendrick Street

Another Side of Carlisle

Saturday - May 13

Ride Type: Cue Sheet

Times and Routes: 27 and 43 miles, 10:00 AM,

Leaders: Harry Manasewich (781-643-1812)

Description: A scenic ride through the towns surrounding Carlisle including Arlington, Lexington, Bedford, Chelmsford, Acton, Westford, Concord and Lincoln. The terrain is rolling with a few hills, notably Page Hill in Bedford and Trapelo RD in Lincoln.

Start: Brighams, Mill ST in Arlington Center

Directions: From 128, exit 29A East (Route 2 toward Cambridge. Take Route 2 East to Exit 59 (Route 60). Take left onto Route 60 and go about 1 mile to Mass Ave. in Arlington Center. Take left onto Mass Ave. toward Lexington and go to first traffic light which is Mill ST Turn right onto Mill ST Entrance to Brighams is on the left down the hill.

Harvard Hill Climb

Sunday - May 14

Ride Type: Arrowed

Leaders: Pat Ward (781-646-9196, PGWard@verizon.net), Rita Long (781-899-9177, RitaCLong@comcast.net)

Description: Both short and long rides include several hill climbs and smooth descents in the Harvard/Bolton "big thigh" country. The long ride adds a 15-mile loop that includes Lancaster.

Start: parking lot, Taylor Road, Littleton

Directions: Take Route 2 West to Exit 39, 1/4 miles west of the I-495 exit. Turn right at end of Taylor Road exit ramp. In a half mile, turn left onto Foster Street. Take the first possible right into the company parking lot. Go around to the back of the building and park up near Taylor Road. Or take Fitchburg commuter rail line to 495 stop. First train arrives 9:36.

Introductory Ride

Saturday - May 20

Ride Type: Cue Sheet

Times and Routes: Nahanton Park 9AM, Please arrive 20 minutes early!

Leaders: Eli Post (617-547-6778, elipost@comcast.net), Fred Kresse (781-444-1775, elipost@comcast.net), Larry Isaacson (617-332-4736, mail@lawrenceisaacson.com)

Description: Interested in group riding? New to CRW? Looking for a more casual ride or just getting back into cycling? Then this ride is for you! The route is an essentially flat, 19-mile loop through Needham and Dover. The rides average 10 to 12 miles per hour. The focus is on group riding, safety, cycling technique and fun. Skills development coaching and post-ride clinics will be offered if there is interest. NOTE: CRW membership is not required but a HELMET is. Bikes should be ready to roll i.e.: proper tire pressure, chain lubed etc., seat adjusted, filled water bottle on board, pump and a spare tube if you have them. Heavy rain cancels the ride! Please feel free to contact leaders with questions.

Start: Nahanton Park on the Newton/Needham line

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. Parking may be limited; additional parking is available in the upper lot and at Cutler Park which is before the river crossing on Kendrick Street

Belmont Hill School Alumni Reunion

Saturday - May 20

Ride Type: Arrowed, map/cue sheet

Times and Routes: 9:00 for 44 or 26 mi

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

Description: Explore low income neighborhoods in Lexington, Lincoln, Weston, Wayland, Sudbury and Concord. The optional lunch stop is in Concord Center for the long ride only. Although the roads are not totally flat, there are no long or steep hills so you can save your energy for tomorrow's CRW Century ride.

Start: Clark Middle School, Lexington

Directions: From Rte 128, take Exit 30, Rt 2A east. Take a right at the light at Waltham St. After 0.2 mi take a left on Brookside Ave and follow the road to the parking lot at the school. From Rt 2 going west, take Exit 54 Waltham St toward Lexington center. After 0.6 mi, take a right on Brookside Ave and follow the road to the parking lot at the school.

SPRING CENTURY

Sunday - May 21

Start: Wakefield

For information see page 6

Circling Weston

Saturday - May 27

Ride Type: Cue Sheet

Times and Routes: 10:00 for 33 miles

Leaders: Eli Post (617-547-6778, elipost@comcast.net)

Description: Ride country roads of Weston, Lincoln, Chelmsford, and Sudbury. The ride crosses the Sudbury River, and there is a delightful stretch along the Cambridge Reservoir. This is a "follow the leader ride" at a pace of approximately 12-14 mph. Details at the ride start or contact ride leader for more information. Cue sheet available for those wishing to proceed at their own pace.

Start: Weston Town Hall, just north of the Common on Boston Post Road.

Directions: Route 128 to Exit 26, Route 20 West to Weston. There is a Mobile Station at the exit, and you travel 1.2 miles west on Rt. 20 to the traffic light and make a right turn on School Street, and then an immediate left on to Boston Post road. We meet by the Weston Town Hall, just north of the Common on Boston Post Road.

Newburyport to Exeter

Sunday - May 28

Ride Type: Arrowed with map and cue sheet

Times and Routes: 9:30 AM for 25, 40 and 60 miles

Leaders: Pierre Avignon (617-594-6854, pierreavignon@yahoo.com), Michael O'D. Moore (write@modm.us)

Description: With some changes from last year's popular Howie and Harry's Excellent Adventure, the rides start in beautiful Newburyport, where America's first Privateer was launched. We'll wind through some lovely back roads into Southern New Hampshire. Both rides will follow stretches of quiet roads along the Merrimack River with the longer ride heading as far north as Exeter, where you can stop for lunch. Back in Newburyport, recover with your fellow riders at a friendly poolside BBQ less than a mile from the finish.

Start: Newburyport Middle School, 70 Low Street, Newburyport, MA 01950

Directions: Take Rte 95 North (from split off of Rte 128 in Peabody) to Exit 57. Keep right at the ramp towards Newburyport then turn right at the second set of lights (Shell gas station) into Low Street. NPT Middle School is ~1 mile on your left after a set of lights.

CRW Trips

31st Annual Tour of New England

May 27 - 29, 2006

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 Day's Inn in Dover. The Days Inn 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.

Upon finishing there will be pizza and drinks in Lincoln.

The cost of the ride is \$99. Please make checks out to 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 (one medium sized per person)(last year we had trouble getting all the bags in the van so, this year, please pack only essential items!) transport but no sag. Be prepared!

Participation is limited to the first 32, so please sign up early. Registration and/or questions to: Walter Page, whpage@comcast.net, 781-259-8598.

Send checks made out to Charles River Wheelmen to:

Walter Page
58 Sandy Pond Road
Lincoln, MA 01773

Wheeling Around the Whites

August 11 - 13, 2006

Explore the White Mountains of New Hampshire by bike! This cycle weekend will offer hilly and not-so-hilly rides of 23 to 107 miles. Ride options range from the Triple Notch Century, to rolling country rides, to a North Conway loop. Or test your climbing prowess on Hurricane Mountain Road, "the steepest paved road in New Hampshire" - climb it if you can! Optional side trips could include swimming at Jackson Falls, après-biking at the Wildcat Tavern, or shopping at North Conway's factory outlets.

The trip fee is \$95 per person, and includes two nights lodging, welcome party on Friday night, breakfast, happy hour and dinner on Saturday, breakfast on Sunday, cue sheets, maps, and ride snacks. Lodging and meals will be provided at the Skimos Ski Club in Jackson, NH (10 miles north of North Conway). Trip is limited to 25 cyclists.

For more information, contact Joanne Archambault (joarch@comcast.net, 508-878-8421) or David Campbell (david.campbell3@comcast.net, 781-856-3658). Please register by July 21st by sending your contact information and a check made payable to "Charles River Wheelmen" to:
David Campbell
24 Central Ave.
Needham, MA 02494

Velo Vermont

July 21-23, 2006

Join us for this popular weekend of challenging cycling in still beautiful, unspoiled Vermont. We'll be staying at an inn in Warren, Vermont with swimming pool and hot tub. Accommodations are two person units, with bedroom, living area, kitchenette and balcony.

Saturday and Sunday riders can choose from several routes of 40 to 100+ miles distance. Ride options vary from the Mad King Challenge route, with 9000 vertical feet, and four mountain passes, to a leisurely ride to Ben and Jerry's and maybe a stop at the water hole if it's hot. This is an ideal weekend for couples of differing abilities. All rides go through the best of scenic central Vermont.

Total cost of trip is \$120 per person double occupancy. This includes two nights lodging, two breakfasts, Saturday night happy hour, Saturday evening dinner, and maps. Send full amount by July 1st, with your name, address, phone. Call after that for last minute availability. Make checks out to Jack Donohue, and send a SASE or email address to:

Velo Vermont
c/o Jack Donohue
26 Fox Run Road
Bedford, MA 01730-1104

We will send out a poop sheet with information before the trip. For information email or call:

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

The Back and Forth on Side-by-Side Riding

Other Trips

Memorial Day Weekend in the White Mountains

Fri.-Mon., May 26-29

Biking in the beautiful Jefferson, NH area of the White Mountains. Daily rides ranging from 30-70 mi. on rolling to hilly terrain. Helmets required. Stay at comfy B&B w/mountain view. Cost ranging from \$180-\$210 includes 3 nights lodging, 3 breakfasts and 2 dinners. Leader Mary Ellen Kiddle (781-646-5514 before 9PM). Register with leader Susan Grieb (781-275-3991 before 9PM, slgrieb@comcast.net) or Jack Donohue (jmdonohue@alum.mit.edu). This is an Appalachian Mountain Club trip.

SoVe Tour - Southern Vermont

August 11-15, 2006

This tour allows fellow Vermont lovers to spend four days riding in the southern part of their favorite state. After staying in Brattleboro Friday night, we cycle north to Rutland using largely back roads, crossing the spine of the Green Mountains. From Rutland we ride south to Bennington, using delightful country roads for most of the day, with several options for entering town. We spend two nights there at our wonderful in-town motor inn ("Paradise"), with several choices for a day ride on Monday, including a challenging Mt. Greylock option and easier rides in adjoining New York state. Tuesday morning we climb the Green Mountains again heading east, but end the tour with a 19 mile downhill into Brattleboro. Daily averages are about 65 miles, with 50 miles on the last day. The \$375 tour fee includes 4 nights lodging, 3.5 breakfasts, 4 lunches, 2 Happy Hours, detailed maps, cue sheets, sag support and post-tour shower. Maximum of 24 riders. This is a Rogue Riders Bike Club trip. Contact leader for info or to register. Charles Hansen H: (617) 734-0720 Email: velotrain@yahoo.com

When should cyclists ride side-by-side, and when should they ride single file? This is a hotly debated topic among cyclists.

Side-by-side riding allows cyclists to communicate more effectively—not just for socializing, but to provide directions, warnings, and instruction. Also, there are times when it is safer for cyclists to intentionally occupy the travel lane, and side-by-side riding often an effective way to accomplish this.

Single-file riding, on the other hand, reduces the chances of cyclists side swiping each other, provides more leeway to swerve around road hazards, and often allows motorists (and faster cyclists) to pass more easily. Single-file riding is also the law in Massachusetts (except when passing).

Many cyclists ride side-by-side when no traffic is approaching, and then single up whenever traffic approaches to facilitate passing. Many see this as a reasonable compromise. After all, when there's no motor-vehicle traffic, cyclists aren't impeding motorists regardless of road position.

However, singling up when traffic approaches is only effective if: 1) cyclists notice approaching traffic right away; 2) cyclists quickly and safely get into single file; and 3) once single file, the line of cyclists is not so long that the motorist still has difficulty passing safely and easily. Noticing approaching traffic is not easy. Cyclists often cannot hear approaching motorists. A mirror works well, but only if the rider remembers to check it every few seconds. Looking back works in theory, but again, must be done every few seconds. It helps if cyclists near the back call out "car back" as a reminder to single-up, but it is still the responsibility of each cyclist to keep track of approaching traffic.

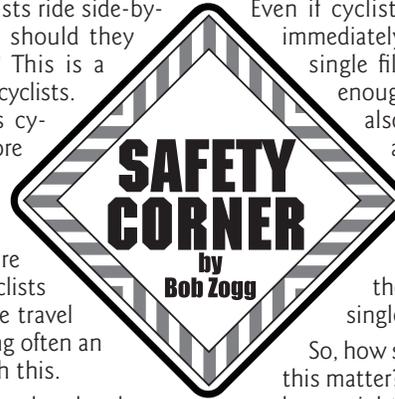
Even if cyclists notice approaching traffic immediately, it can take time to get into single file. There simply may not be enough space for everyone. There's also an increased risk of collision as cyclists attempt to merge, at a bad time to crash (i.e., when a motorist is attempting to pass). The bigger and more bunched the group, the longer it takes to single up.

So, how should we, the CRW, deal with this matter? Keep riding groups small (six or less—eight at an absolute maximum). A large group is difficult to pass even when riding single file. Smaller groups can also get into single file much quicker when traffic approaches (if not already riding single file). If you find yourself in a large group, suggest to your fellow cyclists splitting into smaller groups.

If your group chooses to ride side-by-side at any time during your ride, please:

- Never ride more than two abreast;
- Get single file at the first sign of approaching traffic;
- Ride side-by-side only on quiet, lightly traveled roads with good sight distance, or where riding single file would not make it easier to pass (e.g., in a very wide shoulder, or in a lane too narrow to safely share where there is a passing lane);
- Whenever riding to the left of another cyclist, keep watch for approaching traffic—this is most effectively accomplished with a rear-view mirror;
- Understand that "car back" is used as a reminder to single-up; and
- Politely remind each other of the above, as appropriate.

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



RIDE
Safe • Smart • Aware
SAFETY STARTS WITH YOU!

Cycling Zen: Your Body Rides With You

by Gregory P. Lee

(Excerpted from, "Le Tour de Pudge: Lance Need Not Apply," copyright © 2006 by Gregory P. Lee. Available now via www.lulu.com or the Amazon Marketplace)

You need to be aware of your body as you ride. Oh, Fred, this is a surprise? You think maybe you can leave your body behind? Pedal by astral projection? Sure, a true Master of Eastern Meditation can probably do that, but would be too humble to show off. And if you can justify trying the astral projection thing, Fred, your mind has had enough exercise watching old episodes of the X-Files. Get your butt of the couch and squeeze into that Spandex®.

OK, some of the whole body-awareness thing is sort of self-evident. For example, you'll *know* if you're so winded that you can't go on, or if a fly zips into your mouth on that steep downhill, or if a leg falls off and bounces in the dust behind you. In the last example, you may want to seek medical assistance. Duh. The other two you'll learn how to deal with, trust me.

The more serious discussion begins here. Yes, I'm capable of a serious discussion.

There are six main body parts/functions of which you want to be aware: thirst, hunger, heart, lung, thighs, and knees. No, you do not need to go out and buy a black-market Tricorder from Dr. McCoy. In fact, you want to get used to doing this *without* widgets (you don't really need a pulse monitor watch, for example). Of course, if your own Doc tells you that you should have such a thing, pay attention to him or her, as always.

Awareness of Hydration

Thirst is easy. If you feel even the *slightest* thirst, *drink*. I'll tell you about hydration system alternatives later. The key, as one experienced cyclist explained in my earliest days of distance riding, is really pretty simple: "You want to be peeing up a storm while you ride." If you aren't producing at least the same amount of urine on an hourly basis as when you are chugging beer in front of the football game, you are probably dehydrating.

As with much of this advice, the length of your ride has a lot to do with this. You probably won't need to find a convenient bush on a ride of an hour or less. On longer rides, feeling that desperate need to locate a clean service station (right - like *those* pop up every hundred miles!) is actually a good thing. It means that you have hydrated well.

You are *certainly* at risk of dehydration if you feel thirsty. You are dehydrated if you feel weak, your skin is dry, you have the shakes, and see Halle Berry beckoning to you and blowing kisses (the classic symptoms of dehydration in males).

Avoiding dehydration is actually easy. The trick is to drink every mile. You should go through at least a full liter of water every hour, and preferably more. While over-hydration is *occasionally* a concern, you are probably not

going to drown your kidneys if you drink a liter for every hour on the bike. You need to double your water use on very hot and humid

days, though some may go to cool you in a different way.

I have a simple method for remembering to hydrate, by the way: Every time I notice my water bottle, I take a sip. If I notice that I have gone 6 or 7 miles and my bottle isn't half empty, I drink it down to half. When I notice sweat dripping off my forehead, it reminds me of the need to drink. This doesn't mean forcing water down, just being aware. It doesn't get too much simpler than this.

If you feel lightheaded, or you notice yourself making "stupid" mistakes - sloppy turns, cutting things too close with a car in a game of left-turn chicken, not noticing potholes and such, finding no interest in that cute 25-year-old gyrating down the sidewalk to your right - *stop*. Drink deep. Munch on a sugary snack. Rest. Get your senses back together.

This is the *essence* of the need for awareness. Be aware of your own attention levels. Dehydration will make you stupid faster than watch-

ing a Farrelly Brothers movie. And I've tested this under strict experimental control, with a stopwatch and all, so I'm not just blowing smoke here.

Whether you include a sports drink or only pure water in your hydration system is your choice. Opinions differ on this. As the old joke about the similarity between rear-ends and opinions ends, "everyone has one." If that joke's too obscure, sorry - I'm trying to reduce my use of guttural Anglo-Saxon terms.

Those who swear by sports drinks have a partial point. Sweating leaches a lot of electrolytes from your blood. This may have side-effects, such as calcium reductions. The latter are bad, because osteoporosis really sucks. And yes, cyclists can be a little more prone to osteoporosis.

However, most people who are at risk for major health effects like this are cycling over an hour every day. If you get there, Fred, more power to you - and you'll consult a nutrition expert and a staff of docs, ok? You'll make sure that you don't rely on advice for a more occasional cyclist, right? Because you won't get any money by suing me. This constitutes is a *warning and disclaimer* (see how I changed the typeface there to draw your attention?). My shyster - excuse me, lawyer - assures me that you have no grounds at that point. Nyah-nyah, my-lawyer's-bigger-than-yoouuur-lawyer!

For what it's worth, Fred, here's my current preference. You might even consider it advice, if you're a thrice-weekly kind of cyclist.

I used to ride with a hydration back-pack all the time, especially on longer rides. Such systems hold a fair amount of water, as you might guess (70 to 100 ounces, a.k.a. 2 to 3 liters). They also allow you to sip from the tube without grappling for a bottle in a frame rack, or

dropping a bottle by the roadside. Finally, you can use a bottle rack for sports drink, to give yourself a sugar-boost every

now and again. Sounds perfect, right?

There were downsides, though.

First, the shoulder straps constrict movement, just a little. I like freedom of movement, and didn't like that constriction. Second, heat and sweat are trapped under the pack. Think about it—when you are crouched over handlebars,

There are six main body parts/functions of which you want to be aware: thirst, hunger, heart, lung, thighs, and knees.

Dehydration will make you stupid faster than watching a Farrelly Brothers movie.

what part of your body is going to get the afternoon sun? What part is going to be radiating heat straight up? Why make it deal with something that will block evaporation and the resulting heat dissipation? And third, if I would sip the sports drink, I'd have to follow up with water anyway, to get the sugary taste out.

So I changed things. Now, Fred, I handle it pretty simply. I have two frame cages. I carry two water bottles on hot days, and on any day that I expect to ride an hour or more. I fill both with pure, sweet water, right from the springs of my local apartment building - the tap. I don't add any green, red, or flaming chartreuse powder to it. I drink between one and two bottles an hour, depending on the heat and humidity. I stop and refill as needed.

On cool days, I ride with just one water bottle, filled from the same pure springs. I don't have to fight a bear or get gored by a deer for it, or even pay a store clerk for a plastic bottle filled with glorified tap water (what, you think the bear really dips the water from a forest spring to fill every bottle?).

I drink only water while in motion, as I don't like any sugar-cloying as I ride. Even a "cut" sports drink (made from less powder than the recipe requires) leaves enough residue to make me feel more thirsty. I don't like that. I'm also conservative on my potassium intake, as I take a blood pressure medication that causes me to retain potassium a little more than average.

If I feel especially warm around the neck or the back, I can also squirt some water down my back. This dampens the jersey, and can help dissipate heat. Smart, huh? Try that with sports drink, which is basically sugar water and a snippet of potassium. Do you really want your back to feel simultaneously sticky and slimy? No, you don't.

On longer rides, I generally stop at a rest stop or convenience store to get some sports drink into me, especially on a very hot day. This also provides a little burst of cyclist's sugar-rush. I do this at least every thirty miles - more or less every two hours. In fact, most centuries and similar distance rides have such support set up to allow this.

Thus, I don't make the sports drinks an on-road habit for the type of cycling I do, and I'm teaching you to do.

By the way, those convenience stores also sell water, if you have used the supply on your bike. Go figure. I'm old enough to remember scoffing at people who bought water at a store. Seriously. That's how far over the hill I am - I'm an old codger. In fact, I just scoffed a little a paragraph or three back. I'm just hypocritical enough to put hydration above my pride, though. I stand in front of a glass-doored cooler at a gas station on steroids and compare prices, quantities, and the approximate location of

that secret spring in Maine - you know, the one guarded by Bambi, the rest of the Disney gang, and Dave Letterman's rabid bear.

Kids, I'm old, I remember when outdoor drinking water came from a backyard hose. Take me to the nursing home now, would you? Please?

Awareness of Hunger

Come on, this is hard?

Most of your rides will be for an hour or so. You should not feel a lot of hunger. If you feel

Common road snacks include bananas, bagels, cookies, candy bars containing chewy nougat and peanuts, shelled peanuts, peanut-butter sandwiches, trail mix, small chocolates covered with a crunchy candy shell that doesn't melt in your hands, fig bars

too hungry to focus on such a ride, you need to schedule a nibble or two in advance.

The point here is this: for a one-hour ride, you shouldn't need any additional food. Not even the sugar from a sports drink. You're trying to get your body to reduce the stored pudge, remember? The body isn't going to attack that stored fat if you eat as much sugar as you need to power you for a ride. Cycling burns between 500 and a thousand calories per hour, depending on your average speed. You should stay on your regular intake - or better yet, a reduced intake - to encourage your body to dip into that camel-hump of fat we're calling "pudge."

On longer rides, you *will* want to nibble along the way, even if you don't feel gnawing stomach pains. Please note the operative word - nibble. Can you say "nibble," boys and girls? And by "longer" I mean "over two (2) hours." Any ride of less than that requires only water. Get used to it, Fred.

There are plenty of convenient foods. The more "natural" the food is, the better it will be for you. Common road snacks include bananas, bagels, cookies, candy bars containing chewy nougat and peanuts, shelled peanuts, peanut-butter sandwiches, trail mix, small chocolates covered with a crunchy candy shell that doesn't melt in your hands, fig bars - I can go on and on and on without ever tossing out a single brand name. Sure, I've done that here and there, but I don't want you to think that any of the food companies have paid me for "product placement" here. They haven't.

Cheap bastards.

One point here is to be careful with your intake

- your systems are less likely to digest well during extended rides. Digesting food actually requires *expending* energy and raw materials. Because you're riding, working hard, the body transfers energy from digestion to muscles. Also, pigging out on ten candy bars "for quick energy" might just sabotage your attempt to become more fit.

I mentioned the idea of seeing a dietitian, didn't I? This pudgy guy is going to stick by that advice. Your lifestyle, disposition, and genetic type are going to have more to do with this than I want to fiddle with by remote-control.

Heck, I have my own pudge to worry about, ok?

Awareness of Heart and Lungs

Your heart and lungs will help tell you how well you're doing in overall energy and fitness. If you're pushing too hard, your heart will pound in your chest, your lungs

will heave and burn, and you'll probably have to stop and sit in a miserable, huddled crouch. Learn to pace yourself.

If you're not feeling any increase in heart rate and breathing at all, you may want to bring your cadence up just a little. Riding a steady, even five miles per hour on a downward slope isn't anyone's idea of aerobic exercise, Fred. Your Great Aunt Sadie, the one who bought you this book, can do better. In my view, the pudgy guy wants to push a little, but remain comfortable.

In any event, it's not hard to be aware that your heart is pounding and your lungs are burning. These are bad things if they're prolonged, Fred. You need a somewhat increased heart rate for good exercise, not a blown aortic aneurysm. And your lungs would burn less if

you weren't champing down on that stogie on the uphills.

Your endurance and health will improve if you cycle regularly. Over time, you will find that you ride longer, stronger, and faster. That's the point

of regular exercise. It builds capacity. Your heart is a muscle - it needs to beat to exercise.

Awareness of Thigh and Knees

Your "body awareness" attention should most often be on your thighs and knees. Learning how these feel at various paces and under various conditions will tell you more about your overall condition than anything else. Paying attention to these will help you avoid the overburdened heart rate in most cases.

Awareness of cadence, and ease of maintaining it, is really the key. As you ride and tone up over

Cycling Zen - Continued on page 12

your first few weeks, you will get to know what feels comfortable. You will learn what feels too hard, and what feels too easy. You'll learn the sensations that mean "spinning out," the cadence that strains by going too fast. You'll learn about feeling the hips are becoming coffee grinders, the gearing that requires too much force for the terrain.

This is also where the three chain rings at the pedals, and the six to eight gears on the freewheel, finally come into play. Yes, this is about shifting.

When I feel my thighs and knees straining, and my cadence slows, I shift gears to an "easier" push. For example, if I am going up a long hill, I may feel the bike slowing and find it difficult to maintain the cadence. I feel this in my thighs on the outside, and my knees may feel stressed. This alerts me to using one of the smaller chain rings on the front, and the larger chain rings on the back. When I return to a cadence that is comfortable, I have the shifting down.

If I feel myself spinning too fast, too easily, perhaps even feeling unstable and wobbly as a result - hey, guess what? I shift to a smaller back, and possibly a larger front. Why? Because this lets you pedal at a slower cadence while maintaining a higher speed. It keeps your balance better, and conserves energy.

Look, there are many variations on this theme, but you'll play them as you ride. Keep your cadence comfortable for the road and body conditions of the moment and you'll cycle better.

The Overall Plan

The overall plan here is a lot less malevolent than you might think. It turns out that if you become more aware of these things as you ride, you'll ride better. You'll learn to tune yourself up. You will lose weight. You will enjoy your rides. Most importantly, Fred, you will become aware that your bodily condition is improving because you're riding.

Tag Sale at the Spring Century

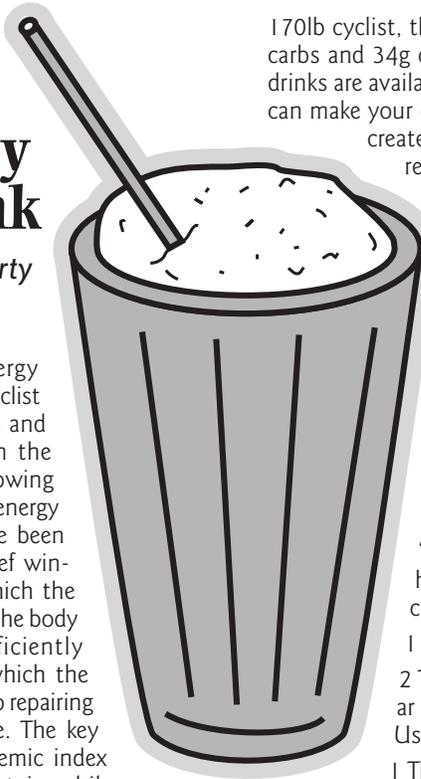
The Spring Century is coming and this year it will have the added attraction of a tag sale (due to the demise of the Big Event). So tag up your stuff and come to the Spring Century in Wakefield, May 21. What can you sell there? Anything (so long as it's legal). Past sales have been 95% bike related with the rest being such things as table lamps, a wok, a computer modem and a stereo receiver. Just remember, it is the responsibility to the owner to pick up any unsold merchandise at the end of the sale (4pm). Any items left, will be given, or thrown, away.

Great Tasting Recovery Drink

by Jim Finnerty

Most of the energy available to a cyclist comes from fat and carbohydrate stored in the body. Immediately following a strenuous ride, when energy levels in the body have been depleted, there is a brief window of time during which the carbohydrate energy in the body (glycogen) can be efficiently replaced, and during which the body is more receptive to repairing damaged muscle tissue. The key is to replace high-glycemic index carbohydrates and protein while blood flow in the legs is still elevated, because at this time there is increased sensitivity to insulin, a hormone that facilitates the storage of glycogen. Branched-Chain Amino Acids are also needed at this time to repair muscle damage, and studies have shown that consuming a combination of carbohydrate and protein aids recovery more than carbohydrates alone. During the "glycemic window" it is also advisable to replace lost fluid and to consume a food or drink that is low in fat, since fat delays digestion. It is also recommended to replace lost electrolytes in the form of Sodium and Potassium at this time.

You will need about 0.5 grams of carbohydrate and 0.2 grams of protein per pound of body weight during the glycemic window. For a



170lb cyclist, this works out to about 85g of carbs and 34g of protein. Commercial energy drinks are available to meet this need, but you can make your own recovery drink at home. I created the following great-tasting recovery drink, which has the

ideal amount and proportion of protein and carbohydrate for a 170lb athlete. It's even rich in anti-oxidants and tastes almost like it was made from ice cream!

Jim's "This tastes too good to be good for you" Recovery Drink Recipe:

Combine the following ingredients in a blender:

1 cup non-fat milk (I use "Over the Moon" milk, which has the taste of 2% milk) 1/2 cup non-fat dry milk powder

1 Tbs sugar

2 Tbs Splenda (zero calorie sugar substitute, made from sugar. Use more or less, to taste)

1 Tbs Jello Instant Pudding, French Vanilla flavor

1 cup ice (preferably chopped, even if your blender can chop ice) 5 or 6 Tbs frozen wild blueberries (unsweetened)

(84g carb, 34g protein, 0g fat)

chop the ice, then let it blend for a minute or so. The Jello instant pudding creates a pleasing thick texture, and the blend of sugar and Splenda enables you to obtain the desired level of sweetness without over-doing the carbs. Other delicious variations include frozen strawberries in place of the blueberries, or chocolate instant pudding (optionally with 1/2 banana) in place of the vanilla pudding and blueberries. This costs less than a commercial recovery drink, tastes better, and is better for you, too. Enjoy!

Please register your name and address at the sale, so we know where to send the check for your sold merchandise, which will take about a week.

All merchandise must be tagged, no tape or stickers. This is for inventory, when we sell an item we remove the tag. We have plenty of free tags.

Tagging instructions are simple. Write your name on one side of the tag and the price on the other. Write any pertinent information (size, condition) on the same side as the PRICE. If you are willing to take a discount from the above price, print the amount of the discount with a minus sign in front of it on the same side as your NAME. No discounts will be taken before 1 PM. Securely attach the tags to your items (we always have a few stray tags and

unknown items on the tables). Tags can be tied, taped or stapled to the items. If there are several items for one price, put them in a clear heavy duty plastic bag, seal it and attach the tag to the outside.

If you are bringing clothing, please put it on a hanger. There will be a rack. There will be an area for bicycles also.

CRW receives 10% of the selling price of each item sold. CRW is not responsible for lost, stolen or mispriced merchandise. All sales are "as is" and final. We are not responsible for damaged or misassembled items. Caveat emptor.

For any questions, or free tags, see me on a ride or call Eric Ferioli at 781-235-4762 (let it ring).



A Touring Life

By John Springfield

Moose Tipping

I saw the cow first in Minnesota in 1976. Then again in Michigan, Ontario, New York, and Vermont. She was your basic Holstein, the one with black and white patches. The routine was the same. I would be bicycling by, she would be grazing in the grass. Just as I would pass, she would turn her head, look at me a few seconds, dismiss me, and go back to eating.

Now the subject of cows is not my strong suit. I've heard that they are really quite dumb, and that they are very intelligent. I've also heard about "cow tipping". On Halloween Eve, young folks in rural areas go out tipping over out-houses, and, uh, cows. And, according to some, the cow can't get up on her own. The farmer finds her in the morning, starts swearing at the unknown hooligans, and then has to figure out how to untip his cow. This may require the help of some of the same young people who were part of the tipping. Apparently, with a series of ropes, a winch, and a pickup truck (or two), this can be accomplished. The cow is grateful but furious, the farmer is furious but grateful, and the young people are trying not to bust a gut.

But, back to the cow looking at me and my bike. I swear, it's the same stare in every cow. Kind of like "Oh, it's you again. Can't you find something productive to do with yourself? Isn't there some grass that you could be cultivating for me? Do you think producing milk for you humans is easy? And what on earth is that funny little wheelie device you're riding? Get a life."

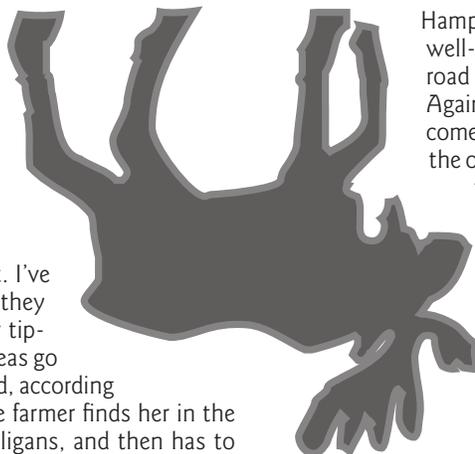
Okay, I give up. When it comes to cows grazing in fields, I'm ignorant. But then there was time I was confronted with the biggest cow in the world as she blocked my path. Now I was scared and ignorant.

We'll call her Ginormous. Ginormous was standing sideways in the middle of US-2, blocking both lanes. It was early in the morning, not much traffic. I figured once Ginormous sees me or a car approach, well then, she would move off the road, my road, paid for by the U.S. taxpayers. Unfortunately she had her own ideas. She was not interested in my 1040 or Schedule C credentials. I stopped my bike quite away back. This cow was huge. Six feet tall, long enough to block traffic in both directions, probably 1500 pounds. And, unlike every other Holstein I've encountered, Ginormous would not turn and look at me. I wasn't significant enough for her to recognize my existence. I was a fly. Go away fly, can't you see I enjoy standing on this road, soaking up the early morning sun?

I must have waited more than 10 minutes. I was thinking of "going for it". Do I go in front of her or behind? Both ways, a startled cow could mean the end of me and my bike. So I just stood there. And waited, and waited.

Finally Ginormous moved. I was allowed to pass. But only on her terms.

Now fast forward to May of 2005, Route 119 on the border of New

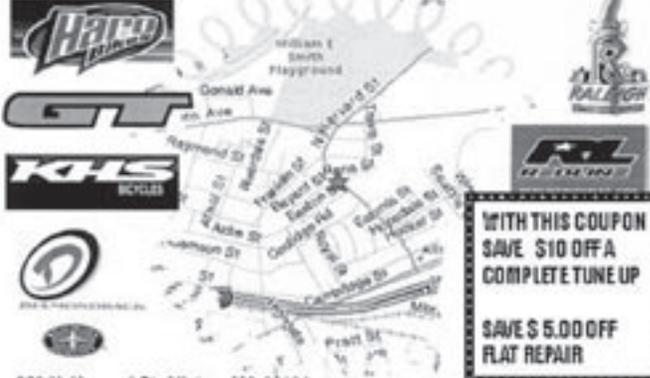
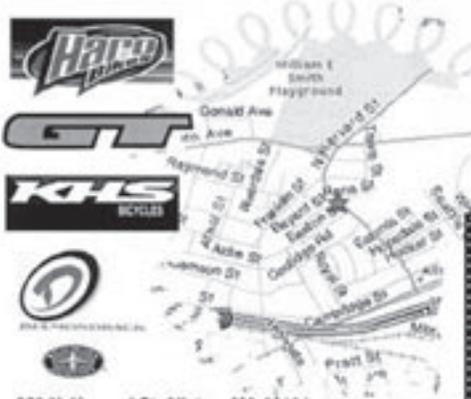


Hampshire and Massachusetts. I am biking down a fairly well-traveled road when, voila, right in the middle of the road is a huge female moose. Just standing. Not moving. Again, I stopped a good distance back, figuring a car would come by. I waited, and sure enough, a car approached from the other direction. The car slowed down. And down. And then stopped. The moose was not moving. Now my mind flashed back to Ginormous. Was this a sign? Were the animals trying to assert their rights? Did George Orwell have it right?

Then for no apparent reason, the moose bolted for the woods. It was all over.

So who is smarter? Humans, cows, or meese? I don't know. But then, I've never heard of human tipping.

BICYCLE BILLS SPRING SALE



253 N. Harvard St. Allston, MA 02134
PHONE 617-783-5636
DROP BY AND TEST YOUR FITNESS LEVEL, TRACK IT ELECTRONICALLY OVER THE SEASON TO MEASURE YOUR RESULTS
Professionally trained mechanics
EXPERIENCE THE DIFFERENCE

Hours: M.Th.F. 10:30am - 6:30pm • Wed. 1:00pm - 7:00pm • Sat 10:00am - 5:00pm

WITH THIS COUPON
SAVE \$10 OFF A COMPLETE TUNE UP
SAVES \$5.00 OFF FLAT REPAIR



www.bicycle-bills.com

Little Jack's Corner

by Jack Donohue

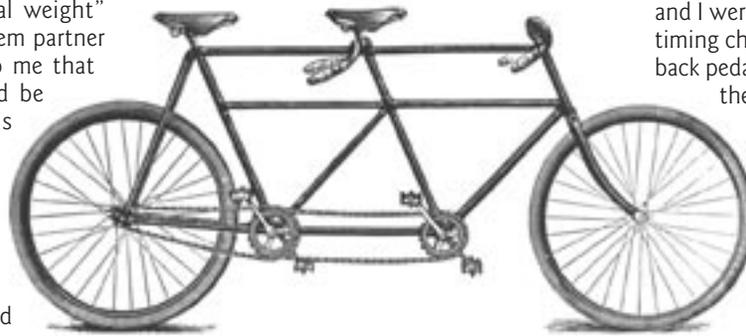


I've been a member of tandem@hobbes, an email list for tandem riders, for some time. Over those years, I've seen some recurring themes.

One that always pops up with the newcomers is "Why don't we go faster," which inevitably leads to trying to determine if the stoker is pulling his or her weight (those that feel obliged to add "rather substantial weight" are usually looking for a new tandem partner in short order). It would seem to me that discussions of this nature would be treading on mighty thin ice, but this does not seem to deter those who see this as a serious problem. I think someone actually suggested mounting a strain gage to keep tabs on stoker output (engineers, you can't live with them, you can't have them euthanized). I suggested (in jest) that we could model ourselves on the livestock industry, and mount an electric shock device to "remind" the stoker when they were slacking off. This caused a heated discussion of the best place to mount the device, whether it should be front or rear wheel drive, what batteries to use, etc.

One topic that amazes me is a discussion of walkie talkies for captain/stoker communication. Considering that Susan's face is inches

away from my butt, we have ample opportunity for intimate communication. Susan might claim that most of my communication comes out of this orifice anyway. She obviously doesn't appreciate my bon mots, like when I never fail to say "The train's been here, it's left its tracks" every time we cross railroad tracks. So not being able to hear the captain ranks as a feature on our team. In any case I fail to see the need for electronic devices between two people that are separated by inches. But I am



obviously wrong, since this subject has been debated ad nauseum on the list.

An ever popular thread is something that has come to be known as "Bill Bashing." Bill McCready, president of Santana, the largest tandem manufacturer, posts occasionally to the list. This would seem on first glance to be a good thing, but Bill's posts are highly

opinionated and never fail to provoke the non-Santana devotees. Whenever I see a post from SANTANAINC, I know I'm in for some amusing repartee.

Then there's the discussion of OOP (out of phase). This refers to having the captain and stoker pedals 90 degrees or so out of phase with each other (the "or so" in itself has provided dozens of emails). The OOP people are a very vocal minority and this always provokes discussions of religious fervor. Susan and I were inadvertently OOP once, when the timing chain (the one that connects front and back pedals) fell off, and being phase-ignorant then, just put it back on in some random orientation. Didn't take us very long to figure out that we were in-phase people.

Another topic that evokes similar zealot pronouncements is how to start the bike. The popular approach is for the stoker to clip in while the captain holds the bike steady, and then for the captain to push off. This has the unassuming name of "The Right Method," and there are volumes of archives about why any poor benighted soul who attempts anything else is pitiable indeed. Susan and I have been using the Wrong Method (both pushing off together) for about fifteen years now and are no worse for wear. But still there's the nagging question if we could have had a fuller, richer life by adopting the "Right Method."

New Welcome Members

Wendy Barrett,	
Alisa Wolf	Medford
Alberta Bermingham	South Weymouth
Bradford Buckley	Medford
Michael Cavaretta	Shrewsbury
Noreen Cosentino	Sudbury
Antero Dasilva	North Andover
Ted Elkins	Arlington
James Finnerty	Concord

Jacqueline Fusco	Stamford, CT
Simon Gilchrist	Belmont
Raymond Hyatt	Belmont
Chris Jennings	Chestnut Hill
Michael Kyle	Natick
Thomas Lambert	Hingham
Bobbi Lemay	Newton Highlands
Alexander Meek	Boston
Jodie O'Malley	Harvard
Ellen Romanow,	
Dean Romanow	Framingham
Pete Salomone	Plainville, CT
Peter Wiencko	South Weymouth
Dan Wolfson	Belmont
Laura Woodward	Somerville
Donald Yacovone	Medford

CLASSIFIED ADS

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

WANTED: Touring bike in good condition. About 54 cm frame. Please contact Keith Beasley at 617-469-4358 or kbeasley@massport.com.

FOR SAEL: Kona Chute mtn. bike for sale: new Shimano Deore 9 speed drive train Marzocchi suspension fork dual disc brakes, size small to medium \$330.00 gabordemjen@verizon.net or 617-266-8114.

March Mileage Totals

0 5 0 1 0 7

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
John Bayley	2573	3	2	1	Joseph Moore	892	1	-	-	Cynthia Snow	188	-	-	-
Don MacFarlane	2478	3	-	1	Mike Kerrigan	876	1	1	-	Craig Weiner	167	-	-	-
Rick Gowen	2262	2	1	1	Darrell Katz	821	-	-	-	Cynthia Zabin	152	-	-	-
Pamela Blalock	2134	3	1	1	Winslow Green	808	-	-	-	Mike Hanauer	138	-	-	-
Jack Donohue	1952	-	-	-	Marilyn Hartman	808	1	-	-	Mick Costa	94	-	-	-
Bruce Ingle	1774	1	1	-	Bob Sawyer	797	-	-	-	Susan Grieb	68	-	-	-
Glen Reed	1630	2	1	-	Gary Smiley	753	-	-	-	Chad Lundeen	56	-	-	-
Robin Schulman	1628	-	-	-	Linnea Olson	691	1	1	-	Elaine Stansfield	54	-	-	-
Richard Taylor	1482	3	3	-	Lisa Weissmann	681	-	-	-	Dana Christensen	48	-	-	-
Jim Krantz	1416	1	-	-	Gabor Demjen	646	2	-	-	Jeff Luxenberg	46	-	-	-
Paul Hardin	1275	-	-	-	James Finnerty	618	1	-	-	Greg Tutunjian	13	-	-	-
Steve Robins	1272	-	-	-	Bill Widnall	590	1	-	-	Tracey Ingle	9	-	-	-
Joe Repole	1240	3	3	-	Marc Baskin	548	-	-	-					
David Wean	1240	1	-	-	Doug Hartley	528	-	-	-					
Irving Kurki	1210	2	-	-	Bill Hanson	500	-	-	-					
Larry Murphy	1170	1	-	-	Joseph Tavilla	484	-	-	-					
Daniel Buchanan	1162	1	-	-	Kent Anderson	474	-	-	-					
Peter Brooks	1160	1	-	-	John Goeller	452	-	-	-					
Chris George	1114	-	-	-	Eric Redard	430	-	-	-					
John Allen	1104	1	-	-	Frank Aronson	345	-	-	-					
Otto DeRuntz	1053	2	-	-	John Springfield	285	-	-	-					
Don Mitchell	1040	-	-	-	John Kane	240	-	-	-					
Dick Arsenault	1015	-	-	-	Ken Skier	225	-	-	-					
Janet Tortora	1009	-	-	-	Marc Webb	189	-	-	-					

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 on the web site at <http://crw.org/mileage.htm> or email mileage@crw.org or call 781-275-3991

THE BIKEWAY SOURCE



111 South Road
Bedford, MA 01730
(781)275-7799

www.bikewaysource.com

Featuring Bikes Made Of



Carbon Fiber - Titanium - Aluminum - Steel

Not sure which bike is best for you? Let us help you find the best bicycle to fit your body. We offer professional fittings using the latest in measuring tools, software and experience to help you make an educated decision.

Take a test ride and you will see why these bikes are the best available!

The Bikeway Source Advantages:

- Price protection.
- One year of free service.
- The best service in Boston.

See our website for more details.

www.bikewaysource.com

Featuring some of the best and most innovative bicycles available from:
Cannondale, Felt, Giant, Litespeed, Marinoni Custom Frames

THESE FINE BIKE SHOPS OFFER DISCOUNTS TO CRW MEMBERS

Ace Wheelworks

145 Elm St., Somerville
617-776-2100

Adi's Bike World

231 Grove Street, West
Roxbury
617-325-2453

ATA Cycles

1773 Massachusetts Ave,
Cambridge
617-354-0907
93 Thoreau St., Concord
978-369-5960

Back Bay Bicycles

366 Comm. Ave, Boston
617-247-2336

Belmont Wheelworks

480 Trapelo Rd., Belmont
617-489-3577

Bicycle Bill

253 North Harvard St.,
Allston
617-783-5636

Bicycle Exchange at Porter Square

2067 Massachusetts Ave,
Cambridge
617-864-1300

Bike Express

96 N. Main St., Randolph
800-391-2453

Bikeway Source

111 South Road, Bedford
781-275-7799

Boston Bicycle

842 Beacon St., Boston
617-236-0752

Broadway Bicycle School

351 Broadway, Cambridge
617-868-3392

Cambridge Bicycle

259 Massachusetts Ave,
Cambridge
617-876-6555

Chelmsford Cyclery

30 Chelmsford St.,
Chelmsford
978-256-1528

Community Bicycle Supply

496 Tremont St., Boston
617-542-8623

Cycle Loft

28 Cambridge St., Burlington
781-272-0870

Decathlon Sports

570 Providence Highway,
Norwood
781-255-0400

Dedham Bike

403 Washington St., Dedham
781-326-1531

Farina Cycle

61 Galen St., Watertown
617-926-1717

Ferris Wheels Bicycle Shop

64 South St., Jamaica Plain
617-522-7082

Frank's Bicycle Barn

123 Worcester Tpk.,
Westboro
508-366-1770

Frank's Spoke 'N Wheel

119 Boston Post Rd.,
Sudbury
978-443-6696
877 Main St., Waltham
781-894-2768

Grace Bicycles

1566-A Washington Street,
Holliston
508-429-9177

Harris Cyclery

1355 Washington St., W.
Newton
617-244-1040

Harvard Square Bicycles

36 J.F.K. Street, Cambridge
617-441-3700

International Bicycle Center

89 Brighton Ave, Allston
617-783-5804
66 Needham St., Newton
617-527-0967

Landry's Bicycles

151 Endicott St., Danvers
978-777-3337
1210 Boston Providence
Turnpike (Route 1), Norwood
508-440-0310

Natick

508-655-1990

Westboro

508-836-3878

Marblehead Cycle

25 Bessom St., Marblehead
781-631-1570

National Ski and Bike

102 Washington St., So.
Attleboro
508-761-4500

Pro Cycles

669 Main St., Wakefield
781-246-8858

Quad Cycles

1346 Massachusetts Ave,
Arlington
781-648-5222

Ski Market, Ltd.

322 South Bridge St., Auburn
508-832-8111

860 Commonwealth Ave, Boston

781-890-1212
400 Franklin St., Braintree
781-848-3733
CrossRoads Ctr., Burlington
781-272-2222

Ski Market, Ltd. (cont.)

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

Charles River Wheelmen
1 Gleason Road
Bedford, MA 01730

NONPROFIT ORG
U.S. POSTAGE
PAID
PERMIT NO. 54601
BOSTON, MA

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.

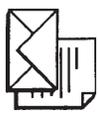
I would like to receive my monthly issue of WheelPeople as:
 PAPER via Postal Service ELECTRONIC via email
The electronic file is a pdf file and requires Adobe Acrobat

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/MemberInfo.htm> or mail the changes to our Membership Coordinator at the address above.