


WheelPeople

Newsletter of the Charles River Wheelmen

On the roads of New England since 1966

Volume XXXII, Number 1 • January 2008

Cycling in Switzerland Slide Show

January 27

Join CRW members Mark Sevier, Connie Farb and Doug Marple for slides of their late summer cycling trip to Switzerland. The trip covered many parts of this small and very beautiful country including many of its famous mountain passes (Simplon, Furka, Susten, etc.) and well known cities such as Zermatt and Luzerne. Please RSVP to chfarb@yahoo.com if you plan to attend so we know about how many people to expect.

When: Sunday January 27th 7PM for cider, cookies and socializing; 7:30 for slides

Where: Ken and Jan Hablow's, 35 Longmeadow Rd., Weston.

Directions: See <http://www.khgraphics.com/directions/>

or email and we'll send them.

Board Election

Our third board candidate, Raúl Raudales, was unable to submit his statement in time for the December WheelPeople, so it is printed below. We have three candidates for the three open positions so would like to welcome Don Blake, Raúl Raudales, and Cindy Sragg to the CRW board.

Raúl Raudales

My name is Raúl Raudales. I have lived in Lowell for close to 20 years. After graduating from UMass Lowell with a graduate degree in Energy Engineering, my partner and I incorporated a research-oriented organization to promote sustainable ways of industrial production and international trade.

I have been bicycling practically all my life. My wife Nadina and I have been members of CRW for about seven years. We have participated in numerous bike rides organized by the club: from short rides on Friday evenings, to the traditional centuries, several week long trips, Thursdays at Hanscom parking lot for a fast pace line fix.

I believe society needs more people bicycling. Presently, I am promoting bicycling riding in conjunction with programs that will be supported by University of Massachusetts Lowell. Based on informal conversations for the last

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Death Valley Day: Cycling 200 Miles in the Desert

by Don Allison

The name Death Valley conjures up an image of a broiling, desolate desert, baking under the scorching sun. Many also know it is the location of the lowest altitude in the country, at 282 feet below sea level. (This is one of the reasons for the extremely hot climate, as the valley generates a tremendous amount of heat).

Sounds like a great place for a race, right? Well, yes, given the inclination of endurance athletes to seek out the most extreme environments in which to test their mettle. The Badwater 135 Mile running race takes place in July, during Death Valley's hottest, most harsh season. The Death Valley Double Century cycling race is held in late October, not nearly as formidable in terms of air temperature or the effects of the sun.

The latter is an event I targeted this year. Never having cycled more than 125 miles in one day before this year (a double "metric" century, or 200 kilometers), I aimed at completing a true double century, a 200-mile ride, and the setting of Death Valley seemed a great place for the challenge. Having been held for several years, the event draws several hundred participants annually (along with the concurrent 100-mile century).

My training went pretty well; I averaged close to 200 miles per week in the month preceding the race, followed by a taper period of 10 days. I attempted two long solo rides, and both were relatively successful. The first was 125 miles and the second 137. But after both I was pretty much wiped out, especially the

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| Don Blake..... | 2010..... | 781-275-7878 |
| Jack Donohue..... | 2009..... | 781-275-3991 |
| Rich Levine..... | 2009..... | 617-630-1565 |
| Eli Post..... | 2009..... | 617-306-1838 |
| Raúl Raudales..... | 2010..... | 978-937-3460 |
| Cindy Sragg..... | 2010..... | 617-987-8778 |
| Janet Tortora..... | 2008..... | 978-692-7273 |
| Bill Widnall..... | 2008..... | 781-862-2846 |

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| Vice President of Finance..... | Rich Levine..... | 617-630-1565 |
| Vice President of Publications..... | Ken Hallow..... | 781-647-0233 |
| Vice President of Legal Affairs..... | Jeanne Kangas..... | 978-263-8594 |
| Secretary..... | Janet Tortora..... | 978-692-7273 |
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| Volunteer Coordinator..... | Marilyn Hartman..... | 781-935-9819 |
| Social Committee Chair..... | Naomi Wernick..... | 781-894-3668 |
| Safety Coordinator..... | Pierre Avignon..... | 978-510-1021 |

RIDE PROGRAM COORDINATORS

| | | |
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| Vice President of Rides..... | OPEN..... | |
| 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..... | Keith Miller..... | 508-647-7564 |
| | Chris Tweed..... | 781-830-1368 |
| Wednesday Wheelers..... | Dick Arsenault..... | 781-272-1771 |
| Wednesday Ice Cream Ride..... | Gabor Demjen..... | 617-266-8114 |
| | Roger Bonomi..... | 617-686-4073 |
| Thursday Fitness Rides..... | Rich Taylor..... | 781-257-5062 |
| Friday Rides..... | Ed Glick..... | 978-250-1883 |
| | Paul Hardin..... | 978-866-3040 |
| 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 |

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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 handwritten version to:

Jack Donohue
26 Fox Run Road
Bedford, MA 01730

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

Insurance

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

Advertising Rates

| | | | |
|--------------|---------|-------------|---------|
| Half Page | \$80.00 | Third Page | \$55.00 |
| Quarter Page | \$42.50 | Eighth Page | \$24.00 |

For more information please contact
Marty Weinstock at advertising@crw.org

CRW Board Minutes



December 4, 2007

In Attendance:

Board Members (8): Eric Evans, Michael Aarons, Rich Levine, Eli Post, Don Blake, Jack Donohue, Bill Widnall, and Janet Tortora Others: Cindy Sragg, Raúl Raudales

Minutes (Janet Tortora):

Mike Aarons proposed that the November 6, 2007 minutes be amended to include the grant award amounts from the current grant cycle. Bill Widnall seconded the motion. The minutes were changed to reflect that CRW awarded the Boston Public Schools Cycling Program \$3,000, Bikes Not Bombs \$2,000 and Friends of the Bruce Freeman Trail \$1,000. The Board unanimously approved the amended minutes.

Reports of Officers, Coordinators and Standing Committees

President (Michael Aarons)

Michael Aarons thanked outgoing Board members Linda Nelson and Eric Evans for their service to CRW. He congratulated Don Blake as he continues on the Board and welcomes new Board members Cindy Sragg and Raúl Raudales.

VP of Rides (Acting VP of Rides Eli Post)

Eli reported that the winter rides are ongoing.

VP of Finance (Rich Levine)

Rich Levine presented the "Statement of Activities for the Year Ended December 31, 2007 (with Comparative Totals for 2006)" as a worksheet to discuss the 2008 budget. The Board discussed how much money to allocate for the centuries and it was decided to remain status quo. At a future meeting, Wheelpeople funding will be discussed.

Membership Coordinator (Linda Nelson)

Linda Nelson reported to Janet Tortora, by email, that the membership numbers for October were 1131 current memberships, 1360 current members, 16 expired members, 6 new members, 25 renewed members.

Grants Committee (Bill Widnall)

Bill reported that a representative from each of the grant awarded groups will attend the holiday party to receive their check.

Old Business

Directors and Officers Liability Insurance (Eli Post)

Rich Levine reported that in January, America Speciality will offer a Directors and Officers DNO through LAB (League of American Bicyclists). The cost of that insurance is expected to be \$600 for one million dollars in coverage and \$900 for two million.

Holiday Party (Eric Evans & Eli Post)

The holiday party plans are going well and the party will be well attended. Harpoon is donating the beer again.

New Business

Disclosing Financial Information in Board Minutes – Bill Widnall

The Board discussed financial disclosure.

Member Email Addresses for Hub on Wheels Survey – Michael Aarons

Michael Aarons discussed a request which was made by Nicole Freedman, from Hub on Wheels to survey CRW membership as part of a 3000 person survey for Boston's Mayor Menino. This survey will include cyclists and non-cyclists to determine their cycling needs. The Board will not give out members' email addresses. Michael will get more information from Nicole Freedman about how the survey will be conducted.

Wednesday Wheeler 10th Anniversary Celebration – Eli Post

Eli asked the Board to fund a celebration to mark the 10th anniversary of the Wednesday Wheeler Rides. Eli motioned and Michael seconded a motion to fund up to \$250 for a Wednesday Wheeler's party which will be held late January/early February. The Board unanimously approved.

Providing "Added Value" to CRW Members – Eli Post

Eli briefly mentioned that he'd like the club to discuss "added value" to CRW Members. This will be discussed further at a future meeting.

The next Board Meeting will be held on January 8, 2007 from 7:00pm to 8:30pm at the St. Paul's Church Library, Bedford, MA

Respectfully Submitted
Janet Tortora, Secretary

Board Election - Continued from page 1

two years with officials of The City of Lowell and other organizations, my conclusion is that a reactivation of the "Tour de Lowell" is an attractive possibility that will tap into existing synergies for mounting an event for a time team trial event, coupled with demonstrations of new transportation technologies and sustainable living developed by the university. It will promote team work and networking, display new technologies and bring the public together to watch bicycles run and the people who ride them.

I see as one of the main roles of CRW the projection and promotion of the bicycling experience to the population at large, and to attract more people. I consider myself with potentially good and innovative ideas that can be developed within the scope of existing programs. Hopefully, this will create an inviting environment for new members. One very important agenda is to promote road safety and awareness to the typical driver that we exist on the road and have the right to some space as well. ☺

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Recurring Rides Calendar

These rides are held every week unless indicated

Wednesday Wheelers

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

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.

Leaders: Dick Arsenaault (781-272-1771, rarsenaault@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 day or early evening.

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

Saturday Morning Fitness Ride

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

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 min-

ute 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!

Leaders: Michael Aarons (508-651-9259, Michael.Aarons@XOMETRIX.com), Chris Randles (617-969-2545, jcrandles@comcast.net)

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!) Because of limited parking in the main Nahanton Park lot, the City of Newton has requested that we no longer park our cars there. Instead, if you need to drive to the ride, please park in the unpaved overflow lot (next driveway after park entrance) or across/down Kendrick St. at Cutler Park. If we do not limit our use of parking spaces in the main lot, the City of Newton has threatened to close the park to our ride, so please respect their request. ☺



January Rides Calendar

On all CRW rides, please arrive at least 15 minutes before the published ride starting time. It is recommended that you bring pump, patch kit, spare tube, allen wrenches, screwdriver, lock, water bottle, some money, helmet, gloves, and a map. You should also carry an ID card, health insurance card, and emergency contact information. Be sure to check the web site (<http://crw.org/cgi-bin/calendar.pl/?thismonth=yes>) for possible updates or cancellations.

Happy New Year

Tuesday - January 1

Times and Routes: 11:00 AM

Description: This is our famous annual New Year's Day Ride. What better way is there to clear the mind and body than in the crisp, clear air of downtown Boston. We will visit many interesting sights from Charlestown to Castle Island, and maybe Dorchester Heights. Start the New Year off right with friends old and new. See you on the Common!

Leaders: Eric Ferioli (781-235-4762)

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

Directions: The Boston Common is accessible from Route 93, Storrow Drive, and the Mass Pike.

Cunningham Park

Sunday - January 6

Times and Routes: 10:30

Ride Type: Cue Sheet, Map

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

Leaders: Eric Ferioli (781-235-4762)

Start: Cunningham Park, Edgehill Road, Milton.

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

Round Westford

Sunday - January 13

Times and Routes: 10:30 AM for 35 miles

Ride Type: Cue Sheet, Follow the Leader

Description: We'll be recycling the northern part of the classic "Another Side of Carlisle" ride. Actual route taken is weather dependent. If the temperature is reasonable and the condition of the back roads of Carlisle is not "packed powder" we might add a few miles.

Leaders: Jack Donohue (781-275-3991 before 9PM, jmdonohue@alum.mit.edu)

Start: Bedford library, 7 Mudge Way, Bedford MA

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

Coffee Shop Tour 1 of 3 -- Lexington Revolutions

Sunday - January 20

Times and Routes: 10am for 17 and 30 miles

Ride Type: Cue Sheet, Map

Description: I love Pete's Coffee shop in downtown Lexington...especially Sumatra coffee... especially in this weather :-). The Lexington Revolutions ride, is a classic, and I think this is a perfect ride especially for this weather. Bring helmets, big gloves, face mask, tube and pump, bike tool, bring some warm liquids in your water bottles.

Cue Sheets: 30 mi - <http://crw.org/cgi-bin/cues2htm.pl?id=110>, 17 mi - <http://crw.org/cgi-bin/cues2htm.pl?id=111>

Leaders: Bogie D (bogie_crw_01202007@nordia.us, 978-761-0574 email preferred)

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.

Note: Check the website the night before for weather related ride cancellation

Larz Anderson Ride

Sunday - January 27

Times and Routes: 10:30 AM

Ride Type: Cue Sheet

Description: This is the ride developed for the CRW 40th birthday. Starting in Brookline, it heads out to the western suburbs.

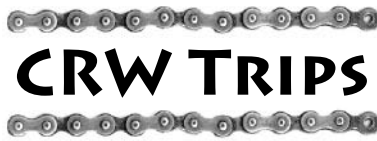
Leaders: Eric Ferioli (781-235-4762)

Start: Larz Anderson Park in Brookline

Directions: From the West: Take 128 to Route 9 east, towards Boston. You will eventually pass the Chestnut Hill Mall on your left side. Five or six lights after the mall, you will come to the intersection of Route 9 and Chestnut Hill Avenue and Lee Street. Take a right onto Lee Street and follow to end. At the end of Lee Street, take a left onto Newton Street. Follow Newton Street for approximately 1/4 mile. The road will fork. Go to the left on Goddard Ave. Park is 1/4 mile on the right.

From the East: Take Route 9 west, towards Newton. After you pass the Brookline Reservoir on your left, take that left onto Lee Street, follow Lee St. to the end. At the light turn left onto Newton Street. Follow Newton Street for approximately 1/4 mile. The road will fork. Go to the left onto Goddard Avenue. Park is 1/4 mile on the right.

Be sure to check the web site (<http://crw.org/cgi-bin/calendar.pl/?thismonth=yes>) for possible updates or cancellations. ☺



37th Annual Tour of Scenic Rural Vermont, TOSRV-East

Friday-Sunday, June 6-8, 2008

Join us for this classic Vermont tour, biking 100 miles from Ludlow to Waterbury on Saturday, and returning on Sunday. (That's 200 total miles.) This is a tour. Expect some serious climbing (sometimes over 10% grade), chang-

ing weather (hope for sun, but plan for cold rain), and varying traffic and road conditions (some sections were being resurfaced last year). Travel through the Green Mountains, passing by farms, country stores, ski areas, and quaint small towns. To enjoy this tour make sure you have done a few centuries before this tour. Helmets are required.

Cost of \$135 covers Friday and Saturday night lodging, Saturday continental breakfast, Saturday night supper, Sunday breakfast, Sunday after-ride showers, an official patch, a map, cue sheet, and baggage support. You are responsible for all other food along the way. Be prepared to fix your own flats and make minor repairs. Bring a touring bike with fenders (unless you don't mind the "skunk streak" of riding in the rain). Strictly limited to 26 riders.

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

Bikers on Skis

February 15-18, 2008

Try your hand at gliding instead of rolling. This cross country skiing and snowshoeing weekend at a comfortable B&B in the Northern White Mountains features gourmet food and a hot tub to soothe aching muscles apres ski. We'll visit ski touring centers at Bretton Woods and the Balsams, and try some back country skiing and snowshoeing. Skiers of all abilities welcome. Downhill skiers can join us and ski Bretton Woods. If there's no snow bring your hiking boots and/or mountain bike. The trip spans the three day President's Day weekend. Cost of \$230 for the weekend includes three nights lodging, three breakfasts, two dinners.

Rooms all double occupancy, some with private, some with shared bath. They are assigned

in the order checks are received. There are also two luxury rooms (with hot tub) available for additional cost.

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

Bikers on Skis
c/o Jack Donohue
26 Fox Run Road
Bedford, MA 01730-1104

Registration fee non-refundable after this date unless we can find someone to take your place.

For more information, you can contact the leaders:

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

Greenway Seeks Volunteers to "Spread the Word"

If you have a few hours to spare to talk with people about the East Coast Greenway and the benefits of using trails, East Coast Greenway Alliance's volunteer opportunity is right for you. East Coast Greenway Alliance (ECGA) has been working for 16 years to create the East Coast Greenway (ECG), a 3,000-mile, multi-use, traffic-free trail that will connect cities, towns and natural areas along the eastern seaboard between Calais, ME and Key West, FL.. Additional information about the Greenway can be found at www.greenway.org. ECGA is seeking volunteers to serve as Ambassadors for the ECG in ME, NH, MA, RI and CT, to engage

in outreach, promotion and advocacy efforts in your local area. After attending a training in late January, volunteer Ambassadors will use ECGA materials plus their local knowledge and creativity to select venues/events where they can most effectively "spread the word" about the ECG, local trails and the benefits of trail use, at least 8 times between Feb and Nov. Ambassadors may also assist ECGA volunteers in their state to advocate for completion of the ECG and support for local trails. Since this is a pilot program (funded by REI, national retailers of outdoor clothing and equipment), Ambassadors will be asked to provide information and suggestions to improve the program in preparation for replication throughout the 15 states (plus DC) through which the ECG passes. For more information please contact Linda Arendt at linda@greenway.org or 401, 789-4625. ☺

What I Learned at the Pace Line Clinic about Riding a 400K Brevet

by Rich Taylor

Some of the folks you will meet in the following story are:

Melinda Lyon - Ladies first place finisher of the last 2 Paris-Brest-Paris - about 50 hours total time for 1250 KM (750 miles) - took me through the 200 K about in early April.

Chip - retro rider - one of Melinda's posse

Pamela Blalock - one of the first American women to qualify for PBP - took me through the 300 K two weeks earlier.

Rich - ok, that's me

Phil - training for this year's PBP - over 1 year of bike experience

Christine - training with Phil - she has been riding 2 years

Joe Repole - CRW rider - has ridden a century for over 150 consecutive months

Anne Umphrey - Concord runner, West Concord rider

Tia - W. Concord climber see item 22, then 17

Peter/Linda White - my bike builder

Debbie Breaud - 6th place lady in 2 PBP. Completed RAAM (solo bike race across America) in early 90's.

On Saturday, May 12, 2007, I completed a 400 KM (254 mile) Brevet (French for bike ride). It was my longest ride ever! It would not have been possible without having attended the Thursday Night Pace Line Clinic and learning other tricks of the trade from seasoned Boston area riders.

The ride was put on by Bruce and Tracey Ingles - it is part of a qualifying series of rides (200, 300, 400, 600 KM) for the 2007 Paris-Brest-Paris (PBP) ride (1250 KM non-stop). They do a great job outlining courses, providing support and often canceling rain and other inclement New England conditions. It began at 4:00 AM from Lexington, MA and went to the NW corner of Lake Winnepesaukee in New Hampshire. "New Hampshire" is an old English expression for "If you think that was hilly, wait until you see what I have waiting for you around the corner"

In no particular order (other than as the topics came up on the ride) are some Thursday Night Paceline Clinic Principles...

1. "Riding is a team sport" - If you are going long distance, it is more fun and safer to travel in a compatible group.

2. "Look for experienced riders" - If you think you are going to ride, say with Pamela Blalock, experienced PBP and BMB (Boston-Montreal-Boston) rider, be sure to have a Plan B. More on this below.

3. "Look for the smoothest rider you can find. Avoid sketchy riders." Often this means finding Melinda Lyon and her crew of veteran PBPers. They are like silk on the road. More on this below.

4. "Set realistic goals" - if it took 15 hours to ride 300 KM two weeks ago, it will surely take longer than 19 hours to do 400 KM this time (quick math 4:00 AM + 19 hours = 11 PM very dark) More on this below.

5. "Know your heart rate and how long you can maintain it" - For example, I can ride 40-80

miles at a pulse rate of 120-125 in the flats - for climbing it gets to 130-140. Steep climbing can get above 140, but not for more than 5-10 minutes and that's with lots of heavy breathing. When I draft someone closely, my pulse rate drops 5-10 beats. More on this below.

6. "It's easier to hold onto a group than to try to catch up" - so try to stay with the group you have picked. If you bend down, you can pick up 1/4 mph and can often catch back on before getting separated too far.

7. So here is the start of "below"

8. I had ridden the 300 K (188 miles) with Pamela and some of her friends two weeks ago. We operated in "true" randonneur (French for "enjoy some wine and cheese with your ride") fashion. On this ride, we stopped for breakfast at a nice place in CT, climbed at a heart rate < 125 (see 5 above), completed the ride under 15 hours (see 4 above) and I was so refreshed, I was able to do a serious 100 mile ride the next day. It was absolutely fabulous and our group was cooperative, smooth, friendly. So I checked to see if Pamela was going to do the 400, because her riding mode seemed designed for a pleasant experience. She wasn't sure she was going to do it - it would be a "weather call". Although the weather looked fine (sunny, dry, light wind, cool), there was no Pamela at the start. See 2 above - Plan B.

9. I had ridden a number of times with Melinda Lyon and her group - including 200 KM this year when she was not going full bore - so figured, "they're reliable, try that." See 3 above. As a side note, it is gracious, if you are going to be a wheel sucker (i.e. draft and hold on for dear life), to not do that to the leader of the group - there are surely other riders

who would like to draft Melinda - so find one of her compatriots, say Chip or Ted, who ride with her often and draft one of them instead. Besides, they're bigger and so break more of the wind.

10. At some time, it might be a good idea to find out what plan the group has - what pace they intend to ride, when they intend to get back, etc. It was quite a while before I ascertained that Melinda's plan was to be back before dark - say 8:00 PM. See 4 above. If you factor this into your personal goals, it soon becomes apparent you've made a bad choice.

11. "Watch your heart rate. Don't let the adrenaline rush of the start cause you to exceed your capabilities" OK, so we're in the flats, I'm about 5th or 6th from the front and my pulse rate is > 130. See 5 and 8 above. I'm doomed! I was planning to climb at 125 or less and here I am at 130 and we haven't yet seen a hill.

12. "If you're not among the strong riders in the group, don't try to pull - especially don't take a long pull!" Two bad things will happen.

12a. The first problem is that you won't be able to go at a pace most of them want to do. So you will frustrate the group. That's never a good thing.

12b. The second, and more personally serious problem, is that when you are done pulling (and exhausted from the effort) the group will go back to the faster pace they wanted to travel at anyway, and you will get shelled out the back. That usually leads to a long solo ride.

13. "If you get stuck on the front of a stronger group, pull for 10 seconds and get out. Don't get ego involved in trying to help out." I forgot this principle and said (to myself), "I can pull a quarter mile (about a minute)" - big mistake. See 12b.

14. "Riding solo is very tiring. Stop and wait for the next group. Don't try to hang on." Great idea Rich - This time I actually listened to this principle. We were at 32 miles in under 1 hour and 51 minutes. For the mathematically challenged, that's well over 16 mph (in fact, over 17) - (I do 100 miles at a little over 16, and we had 250 miles to do) So I figured I would stop and wait and take the first group that came along after 2 hours - they would be closer to 16 mph and that might be sustainable. Good thinking Rich - glad you attended that clinic.

15. For those of you keeping track, we're on item 15 and we're only 32 miles into a 250 mile ride - you can save parts of this for when

you have incurable insomnia. That's not from Rich's Pace Line Clinic, but still a principle to consider.

16. "Before picking someone to ride with, watch the group from the rear - looking for steady" This is the way to implement item 3 on the road. At about 2 hours and 1 minute along came a group of 10, some drafting, some group riding. So I swing onto the back. One person I recognized was Phil - see 17.

17. "Bikers don't have last names" I have rarely, if ever, learned someone's last name if I met them on a bike ride. Phil is doing PBP this summer with a lady (Christine) I met last Fall. She was doing a flat 400 KM ride this weekend in New Jersey. "New Jersey" is an old English expression for "I can lay out the flattest ride you ever saw if you need to ride 400 kilometers". I had met him briefly at the 300 K two weeks ago. At the time he seemed like a pretty strong rider - had done 1000 km in Sicily last year. So I figured I would ride with Phil and the others to the first stop at 50 miles and then see if I could organize a group to continue the ride with. As it turned out we had a pretty good ride into the controle. "Controle" is a French word for "place where you can get a PB&J sandwich to fuel your next 100 miles".

18. "An arrowed ride is the easiest to follow" - in an arrowed ride, someone has painted distinctive, colorful, directional arrows on the road indicating turns, etc. Alternative types of rides are:

18a. "Cue sheet" - paper saying "go 0.4 miles, turn left on Warner St, go 3.2 miles turn right on Blackstone" - what you hope is that there are road signs with the street names. You have to be careful, because if you miss a turn, it might be a while before you figure that out. Also, your bike computer odometer may or may not match the odometer of the person who laid out the ride,

18b. "Follow the leader" - like it says, but you're limited to the speed of the whole group -

The ride to the first controle was completely arrowed. Yay. After that, see 18a. The route was laid out well, but it's a little slower and more stressful to follow a cue sheet - trying to read small type while going down hill - whine whine whine

19. "PB&J can drive a century" This is not my principle. I learned this by observation watching Joe Repole do his century every month - he's probably got 15 years or more of doing a 100 mile ride and a 100 km ride EVERY MONTH over that period. I had 2 PB&J for

breakfast and a third one at the controle.

20. No principle here - the narrative continues - Phil and I had agreed to ride together (he was pretty smooth and stable, with broad shoulders to break the wind). I set about trying to get 2 others to share the load. The best candidate (thighs the size of my waist) unfortunately was abandoning the ride. He had aggravated his knee a few weeks back and it hadn't recovered. So he wasn't going to continue - OK so here's a principle - "Don't date a randonneur unless you really like to drive to far away places in the wee small hours of the morning or the dead of night" I've never actually expressed that principle in so many words, but his way of getting home was to wait another hour or two and then call his girl friend to come to NH to pick him up - Hey - at least he didn't wake her up at 7:00 AM. Anyway the other possible candidate had already taken off on his own - so it was just Phil and me.

21. "Be clear in your expectations" - Phil had been riding for only a year or so (despite that 1000 KM in Sicily), so I didn't know what his group skills were. Since this was to be my longest ride ever, I knew things would work best for me if we shared the load in pulling and drafting and did it with relatively short pulls (1/2 to 3/4 mile or 2-3 minutes) - so I told Phil I expected to pull, but not over 3/4 mile - I recover fast, so I would be ready to go again after his pull. I pulled 1/2, he pulled 2 miles, I pulled 1/2, he pulled 2 miles. After a few circuits of this I mentioned that I thought he was taking on a lot of the load - I would be glad to share the load, but only in small sections. He said he was trying to test himself. That was fine with me; I would be glad to draft off him as long as he wanted - but this was a long ride and if, in testing himself, he ran out of steam with 100 miles to go, I might be less than sympathetic. More on this below.

22. "There's a reason bikes come with a third ring in the front" - Last year I got three light weight runners (Anne Umphrey, Tia, X) who were doing hill climbs in Harvard to make use of their third ring when climbing steep hills. They had been avoiding it and were trying to power their way up - when they switched to cadence climbing, they began to pull up some of the men. This morning I had plenty of cadence in the flats, but absolutely no hill climbing power. So I had to make use of the third ring (and my biggest cog in back 32-30) to get up some of the hills. This was going to be a very long day for me unless something changed. (Phil was going up well and waited for me on the downs.)

22 corollary. "It IS possible to ride 4.8 mph and stay upright." This principle is from Jill Clark, a cross-country rider cohort of mine. I

was able to demonstrate this principle many times, perhaps even more slowly.

23. "Skittles are a direct energy source" I think I had burned out my legs on the first 32 miles and needed to recover, while still making progress. We stopped in several stores along the way and I bought bags of Skittles and gobbled as many as I could and eventually the energy came back. It was good to be riding with only 1 rider because we could agree to stop. Had it been a group of 10, I might have been the only one to stop and then would have had to continue solo. Thanks, Phil. (By the way, my daughter, Laura, has since taken credit for introducing me to Skittles while she was in high school - something about picking out certain colors to eat in a certain order.)

24. No principle - we made it to the second controle and I was pretty well recovered. We had talked with Christine in New Jersey - she had been part of a group that got lost out of the start and did an extra 16 miles and her friend had 2 flats (remember - this is at 4AM - not fun) - they were in for a long day - by this time, it was clear also to Phil and me that we weren't going to be getting in at 10 PM - more likely after 11 - so there would be at least 3 hours of night riding ahead of us. But for now it was sunny and warm.

25. "Redundant grade sucks" Chip (see 9. above) introduced this concept to me a few years ago - It's a railroad concept. If you start at the top of a hill, go down and up the next hill, you've expended a lot of wasted energy. If you could just level the hill into the valley part and go straight across with your train, everything would be cool and easy. It's not bad to go up for a long time (up grade) or go down for a long time (down grade), but to go up and down a lot is redundant grade. In any event, going across (East to West) in NH is to experience redundant grade at its finest. Or, as Melinda Lyon so delicately put it to Tracey Ingles at the end of the ride, "On the third leg, that Rt. 127 (site of some of the worst redundant grade) was some D#*& road. Then we came to the Blackwater DAM and it just confirmed my opinion!"

26. On all these hills, I noticed that Phil was being way more gentle on me on the ups. I asked if he was OK or if he was just being nicer as time went on. He denied being nice and said he felt beat. But he had pulled my sorry body through a whole lot of road when I had no energy, so we just reversed roles for a while. See 1 above.

27. "On long rides, eat before you get hungry" - Did I mention PB&J #4 at the second controle? As we were nearing mile 175, about 5 miles from the final controle, we passed a roadside cookery - picnic tables and what looked to be nice American greasy food - it was named the Yum Yum Shack. I couldn't look another PB&J in the eye, so I suggested to Phil that we stop for some real food. It was very pleasant and we waved to lots of riders who passed us by. But the food and rest paid off later. We went on to the controle at Peter and Linda White's. Peter built the bike I have been riding for the past 6 years. We enjoyed the beans and took off on the final 70 mile leg at 6:30 PM. By now it was clear that we were aiming for midnight, having started at 4:00 AM

28. "You need a helmet light" - I learned this from Debbie Breaud, a newly transplanted Texan to New England. She's done a lot of long distance riding and I've been pestering her with questions. I had good road illumination, but needed something to point up to road signs, to read the odometer and the heart rate meter. I got a new helmet light on Wed. and was using it on Saturday to great personal effect. Side note - I had asked Melinda Lyon about helmet lights - she said she didn't use them much - what I failed to realize she was operating according to the plan in item 10 above, and so didn't NEED a light.

29. "This is New England. If you don't like the weather, don't worry. It will change." This isn't a pace line principle, but it could be. The temperature started to plummet. For some reason I had brought only my fingerless gloves - that leads to principle 30.

30. From Kim Shire: "If you're riding in the Rockies with fingerless gloves and it's snowing, you can use baggies to help keep your fingers warm." For a brevet, you get given a card that gets signed at each controle to certify you actually did the ride. They give you a baggie to put the card in so it doesn't get sweated up. Cold weather called for desperate measures. I took the card out of the baggie and shoved the card in my pannier. That baggie kept my left hand warm for many miles. The right hand benefited from the baggie that held my M&Ms. Phil had brought a jacket to put on when the temp dropped, so he no longer needed his fleece vest. He offered that to me as an extra layer - thanks again Phil

31. From Kim Shire: "Chai is a great way to warm up" From Alison Sheridan: "If you need to get the D#*& (see item 25 for translation) Chai down in a hurry and don't want to burn your tongue or throat, ask Dunkin Donuts for a second cup." The first 57 miles (out of 70)

from Peter's house (controle 3) to the finish had no services for food or drink. Dunkin Donuts in Westford was the first 24/7 services. The Chai was great.

32. "No coasting. Pedal all the time. It makes you easy to follow. And your legs will learn it's their job to get you home." This was taught to me 6 years ago by Peter Mason, the original (for me) Thursday Night Ride leader. Not everyone I teach ascribes or subscribes to this principle. In fact, I probably coasted several miles on the way home (Don't tell Alisa or I will receive unmitigated chiding.) However, I must say that no matter where my mind was, the legs were doing their job and all they asked was that I adjust the shifting now and then.

33. "Pacelining is all about being creatively lazy." We actually didn't execute this much. This includes ploys like, "Oh, I didn't get clipped in" when coming out of a stop sign so someone else takes the lead. But it is about conserving resources or expending them wisely when the time comes.

34. This is a brand new one for me - "A Garmin computer that flashes red when you go off course beats a cue sheet every time." Phil and I flew downhill past a critical turn and realized it within half a mile and 3 minutes of discussion. While we were going back to the turn, another rider missed it as well, but stopped in under 100 yards and turned around. Justin Knight, a new Thursday Night rider, had a Garmin that told him he was off course and got him back. Naturally, we adopted him for the remaining 42 miles.

35. We got in at 10 minutes after midnight - 20 hours on the road, almost 17 in the saddle. It felt like a very good ride, I made some new friends, had some smiles and definitely got exhausted. Might not do it again for my own benefit, but it's nice to know I could do it in support of someone and survive.

So thank you to all who helped give me info and principles to ride and live by. Thanks to all who have absorbed my abuse as I have tried out training principles on them. Thanks to Phil and Justin for a great ride. Thanks to Tracey, Bruce, Eric, Peter, Linda and all the folks who organized and put this ride together. ☺

second one, done in cold, raw, wet weather, nothing like I would experience in Death Valley, where less than two inches of rain falls in an average year. As tired as I was after those training rides, it was hard to imagine adding more than 60 or 70 more miles. But that's all part of the challenge of attempting something you have never done before.

On Thursday, October 25, I traveled to Las Vegas, the closest city to Death Valley, but as opposite in attitude and temperament as is possible. The drive to Death Valley is a little more than 100 miles from Sin City, and the ostentatious, glitzy, garish, over-the-top Las Vegas is left far behind soon after you leave the city limits and embrace the wide open expansive desert that comprises so much of the American Southwest.

I stayed at a funky old hotel just outside of Death Valley National Park and readied for the event early the next morning. Arriving at the race scene in Furnace Creek, California, I could not help but embrace the quiet calmness of the desert environment. In addition, the temperature was just about perfect: in the low 70s with light winds. As the group gathered for the start at 7:00 a.m., I really did not know what to expect. I was sure I could make it well past 100 miles, but what would happen after 150? And in addition to the distance, there was the elevation. Yes, there are mountains in the desert, soaring to several thousand feet. During the ride we would encounter two major climbs: the first of 4,000 feet at mile 55 (covered over 20 miles) and the second 2,000 feet at mile 170, over just seven miles. That was the one I was truly worried about.

But that was for later. You can't get to mile 170 until you do the first 169 miles, so at the start I settled into the pack and tried to take in the stark surroundings as daylight slowly emerged. I covered the first relatively easy 50 miles in less than three hours, but slowed as we started the first big climb while battling a pesky headwind. Fortunately we had merged with the century riders at that point; I worked with two century riders in a mini paceline so the wind would not sap my energy before a third of the race was completed. Yes, at the 68-mile aid stop at Scotty's Castle we still had more miles left than I had ever covered in a single ride before (aside from the training ride 17 days earlier). Scotty's Castle was named after Walter Scott, a 19th century con man who talked a Chicago business tycoon into building him a mansion in this lonely outpost.

Just before turning into the aid station, I saw a dog trotting down the road behind a slow

moving camper. But it was no dog; it was a very relaxed looking coyote. Perhaps he or she was anticipating the plentiful scarps to be found at the aid station. Speaking of that, I was adjusting my nutrition plan as the ride progressed. I was primarily drinking Perpetuem, a non-acid energy drink, and eating salty sports bars. I added some "real" food at this station, a half of a turkey sandwich, and later on slurped down some ramen noodles. My quest for caffeine was not fulfilled until late in the race, as all of the Coca Cola had disappeared with the century riders at this stop.

Those century riders turned back at mile 68 while we doublers soldiered onward up the mountain. By then, in early afternoon, when one would have thought the sun and temperature at its peak for the day, a heavy cloud cover made it seem more like New England than the Southwest desert. This was in part due to the now famous southern California forest fires,

And in addition to the distance, there was the elevation. Yes, there are mountains in the desert, soaring to several thousand feet. During the ride we would encounter two major climbs: the first of 4,000 feet at mile 55 (covered over 20 miles) and the second 2,000 feet at mile 170, over just seven miles.

which had sent acrid air several hundred miles east to Death Valley. Thus, a tradeoff: cooler conditions for tougher breathing. My throat and lungs felt a slight burning as the miles accumulated, but that was preferable to dealing with the hot sun beating down.

After a turnaround at mile 95, we had 20 fairly flat miles and a side trip up to Ubahebe Crater and back (on a very beat up chip-and-seal road surface) before enjoying the long downhill on the same road we had climbed at mile 55. That downhill began at mile 140, which I reached at about 4:30 p.m., nine and a half hours into the ride. It was surreal blasting alone along the empty highway, bereft of people and with hardly any motor vehicles. I was also in new territory as far as daily distance was concerned, hanging in there pretty well, with only the usual sore butt, tired quads, and achy upper body. Cruising past 150, then 160 miles, I felt confident, although darkness arrived quickly, just as I reached the 170-mile aid station, the final steep climb looming ahead.

There comes a point in every long race, a crucible you have to pass through in order to reach the finish line, or so it seems. Clearly, the seven-mile climb up to the appropriately named Hell's Gate was that crucible in this double century. For the first couple of miles I was wondering if I had made the correct turn, as no other cyclists were anywhere around and the uphill did not seem that bad. All of that

changed quickly as the grade steepened, my energy flagged, and I saw the red taillights of other riders way up ahead. The road was pitch black, lighted only by the headlight on my bike. It felt a lot like some of the ultra distance runs I have done, dealing with the dark of night after pushing hard all day long. My mental resolve disintegrated with each additional mile, grinded out ever so slowly. I could not read my cyclometer in the dark, which was just as well, since the snail-like pace would have only depressed me further. In the final part of the climb, I had to stop and dismount the bike periodically in order to bring my racing heart rate down. In all, it took me nearly 70 minutes to make it to the aid station at the top, where I tried to recover. I did not linger long though, as the temperature was dropping quickly.

What goes up must come down, and so it was on this route, as we headed back down to highway 190 toward the finish line. Cycling down a steep hill in the pitch black of night was something I had never done in training for this race, but perhaps I should have. I was almost too tired to be nervous, but still, I was not relishing the thought of veering off the road into the rock-strewn fields or riding into a pothole that would jettison me off the bike. I gingerly made my way down, getting a little bolder and more confident as I went. Without any cars around, I rode as close to the centerline as I could. What a relief it was to finally arrive back at 190 and the final 12 miles to the finish back in Furnace Creek.

A check of my watch (thankfully with a back-light) showed it was 8:20 p.m. I would have to pedal those last dozen miles in less than 40 minutes to get in under 14 hours, which I had estimated before the race as a possible finishing time. So: a goal! I cranked along, surprised at how strong I felt after more than 13 hours in the saddle. Having left the steep mountains behind, it was much easier to negotiate the roads in the darkness. 8:45, 8:50, 8:55. Where was that finish line? I knew it had to be well lit, but all I could see ahead was darkness. I decided I would push hard to 14 hours no matter what, then slow down if I had not reached the finish. Just as that thought was in my head, there it was. As I turned into the parking lot, my watch read 8:59 p.m. It was a gratifying conclusion to my first double century. Sure, many had already finished by that time, but there were also many still out on the course. The warm and well-lit finish area was a welcome haven from the darkness that had enveloped Death Valley. All that remained was the 40-mile drive back to the hotel, the trip back to Las Vegas the next day, and an overnight flight back to Boston. That distance did seem so bad, however, after 200 straight miles on the bike. ☺

Little Jack's corner

by Jack Donohue



I've become a master at the art of FDGB (Fall Down, Go Boom), a technique at which I've mastered many years of practice.

If you think about it, there's very little that keeps you in contact

with terra firma on your bike. Those two skinny tires have a contact patch about the size of a credit card (even less if you've got those high performance jobs that get pumped up to a gazillion psi). All it takes is a bit of sand, wet leaf, badly placed crack in the road to send you in a direction you have no business going. At least here the idea is to maintain contact with the earth as opposed to cross country skiing where they put you on slippery snow and then put slippery stuff on the boards you have on your feet to make it even more slippery. But I digress.

So, it's not all that surprising that the FDGB is a common occurrence in the life of a cyclist (some more common than others in my case).

Winter always brings opportunities for ice assisted FDGB's. I have never gotten through a winter without at least one black ice or snow incident. One of my more dramatic ones was commuting to work, hit a patch of ice at speed and went careening into a snow bank for a fortunately soft landing.

Clipless pedals are a fertile source for FDGB's. Almost everyone has what has come to be known as a "Clipless moment" when they first start using them. I should have had the need for corrective action before stopping ingrained in me from all my years of riding with toe clips, but I must confess, I never actually cinched up the toe straps. So, my first encounter with clipless pedals provided several opportunities to view the world from a horizontal perspective. Even after thousands of clipless miles under my belt, it just took coming to a stop leaning a bit the wrong way to execute the Arty Johnson maneuver (anyone remember "Laugh In"), as I did at start of the 200K brevet where I managed public humiliation when clipped in with my left foot, I leaned the wrong way and did a spontaneous FDBG.

One of my more spectacular gaffes was on a century ride years ago. I was in hot pursuit of a pack that had just left the rest stop, so I took my banana with me. After consuming said banana, I decided to fling it into the woods, so as not to litter. I know you engineers out there are already drawing vector diagrams and the like, but you can probably figure out this precipitated another unassisted FDGB.

Then there's the tandem FDGB. Now one would think this would involve a double FDGB but this is not always the case. Several times we've hit loose dirt and the front wheel went sideways. The captain went down with the ship, but the ever vigilant stoker decided to bail (not being clipped in was a definite advantage in this case). Then there was the time I tried to execute a tandem u-turn (in my case, this usually doesn't work out unless I have the space the size of a football field to maneuver), and we ended up on someone's lawn. A soft landing, but this is always referred to in our household as the time I dropped Susan on her head.

So, the lesson is, be careful out there and keep the rubber side down. ☺



The 2007 holiday party held at the Bedford Old Town Hall was a resounding success!

New Welcome Members

| | |
|---------------------|--------------------|
| Harvey Abramowitz | Canton |
| Veronica Alas | Somerville |
| Allen Aloise | Somerville |
| Nicole Baker | East Weymouth |
| Dan Beaudet | Boston |
| Izi Bruker | Newton Highlands |
| Robert Cipriano | Belmont |
| Tom Clemow | Wellesley |
| Harvey Davidson | Newtonville |
| Jack Dolmat-Connell | Waltham |
| Lawrence Driscoll, | |
| Susan Driscoll | Boston |
| Dana Ehrlich | Allston |
| Kathleen Gaffney, | |
| Chris Gaffney | Sherborn |
| Glen Glater | Natick |
| John Higley | Sherborn |
| Keith Hinzman | Melrose |
| Stanley Kay | Newton Upper Falls |
| John Koenitzer, | |
| Patricia Koenitzer | Carlisle |
| Christoph Landowski | Boston |
| Edward Lapointe | Natick |
| Robert Lipton | Brookline |
| Christine McDonnell | Jamaica Plain |
| Mary Mcparlane | North Chelmsford |
| Walter Paul | Cambridge |
| Jennifer Peat | Salem |
| John Roberts | Newton Centre |
| Scott Shurlow | Jamaica Plain |
| Mark Swartz | Arlington |
| Christine Tetreault | Needham Heights |
| Michael Weiner | Chestnut Hill |

November

| | | | | | |
|---|---|---|---|---|---|
| 2 | 3 | 8 | 3 | 7 | 5 |
|---|---|---|---|---|---|

MILEAGE TOTALS

| Name | Miles | M | C | K | Name | Miles | M | C | K | Name | Miles | M | C | K |
|-----------------|-------|----|----|---|------------------|-------|----|---|---|------------------|-------|---|---|---|
| Don MacFarlane | 12357 | 11 | 1 | 9 | Craig Weiner | 4783 | 7 | 2 | - | Bill Widnall | 2277 | 3 | 1 | - |
| John Bayley | 9901 | 11 | 5 | 5 | Joseph Tavilla | 4707 | 1 | 1 | - | Dick Arsenaault | 2195 | - | - | - |
| Tod Rodger | 9694 | 8 | 3 | 6 | Chris George | 4684 | - | - | - | Henriette Elvang | 2056 | 3 | 1 | - |
| Jack Donohue | 9284 | - | - | 4 | John Higley | 4673 | 3 | 3 | - | Mike Hanauer | 2012 | - | - | - |
| Pamela Blalock | 9213 | 11 | 5 | 4 | Erik Husby | 4526 | 4 | 1 | - | Susan Grieb | 1495 | - | - | - |
| Jim Krantz | 8646 | 10 | 6 | 4 | Peter Brooks | 4422 | 11 | 5 | - | Patricia Manning | 1437 | 2 | 1 | - |
| Steve Robins | 8104 | - | - | 1 | Frank Aronson | 4320 | 7 | 1 | - | Greg Tutunjian | 1092 | 1 | - | - |
| Richard Taylor | 7647 | 11 | 11 | 1 | Darrell Katz | 4241 | - | - | - | John Kane | 1080 | - | - | - |
| Larry Murphy | 7175 | 11 | - | - | Chris Lennon | 4039 | 4 | 2 | - | George Caplan | 1055 | - | - | - |
| Otto DeRuntz | 7086 | 9 | 4 | 3 | Alison Sheridan | 3641 | 7 | 9 | - | | | | | |
| Irving Kurki | 7010 | 11 | 4 | - | Lisa Weissmann | 3570 | 6 | 1 | - | | | | | |
| Dave Stefanovic | 5912 | 4 | 4 | - | Ken Hablov | 3452 | 1 | - | - | | | | | |
| Butch Pemstein | 5627 | - | - | - | Gary Smiley | 3140 | 2 | - | - | | | | | |
| Don Mitchell | 5356 | 6 | - | - | Bruce Ingle | 2897 | 4 | - | - | | | | | |
| Marilyn Hartman | 5355 | 7 | 3 | - | John Allen | 2874 | 2 | - | - | | | | | |
| John Goeller | 5307 | 6 | 1 | - | Marc Webb | 2816 | 5 | 1 | - | | | | | |
| Paul Hardin | 5166 | 8 | 3 | - | Kent Anderson | 2692 | 3 | 2 | - | | | | | |
| Peter Knox | 4944 | 4 | 4 | 1 | Bill Hanson | 2549 | 1 | - | - | | | | | |
| Joe Repole | 4906 | 11 | 11 | - | Henry Marcy | 2497 | - | - | - | | | | | |
| Joseph Moore | 4886 | 7 | 1 | - | Jean Orser | 2395 | 5 | 2 | - | | | | | |
| Gabor Demjen | 4855 | 8 | 4 | - | John Springfield | 2327 | - | 7 | - | | | | | |

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



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781-275-7799

Boston Bicycle

842 Beacon Street, Boston
617-236-0752

Broadway Bicycle School

351 Broadway, Cambridge
617-868-3392

Cambridge Bicycle

259 Massachusetts Avenue,
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

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

Landry's Bicycles

1210 Boston Providence
Turnpike (Route 1), Norwood
508-440-0310
790 Worcester St. (Route 9),
Natick
508-655-1990

Marblehead Cycle

25 Bessom St., Marblehead
781-631-1570

National Ski and Bike

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

Papa Wheelies Bicycle Shop

653 Islington Street,
Portsmouth
603-427-2060

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 Comm. 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

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

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

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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.

In addition, I agree to cycle in a safe, courteous, and lawful manner when participating in CRW rides, and to encourage the same among fellow members and CRW guests.

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.