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# Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXVI, Number 12 · December, 2002

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## Annual Holiday Party

Our Christmas season party will be held from 6 to 11 PM on Friday, December 13 at St. Paul's Episcopal Church, 100 Pine Hill Road, Bedford. From route 128 take the 4/225 exit west through Bedford Center. Where 62 and 4/225 split, turn right onto 4/225. At the next split just ahead, stay to the right on route 4. Pine Hill Road is about 3/4 mile ahead on the right. The church is near the top of the hill on the right.

The 2003 ride calendar will be available for ride leader sign-up and for planning purposes.

Here's your chance to unmask yourself as successor to Julia Child! Bring food based on the starting letter in your last name from the following categories:

A-L: Appetizers & Salads

M-S: Main Courses

T-Z: Desserts

This is a great opportunity to socialize with your riding buddies and see what they look

like without Lycra, not to mention getting first dibs on the choice dates for leading rides.

Volunteers are needed for basic tasks like buying food, helping with decorations and, of course, cleanup. Last year's pot luck format produced many delectable treats. To volunteer, contact Don Blake (781-275-7878, [dgblake@rcn.com](mailto:dgblake@rcn.com)).

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## Advocacy Grant Goes to MassBike

by *Tod Rodger*

This year the CRW Board voted to award our second annual \$5,000 Advocacy Grant to the Massachusetts Bicycle Coalition (MassBike) to support their program to promote and develop Community Bicycle Committees. Based on proven success with existing committees in several key towns, they will use our grant to develop a "best practices manual and curriculum" for towns to use, to identify towns who could and should develop Bicycle Committees, and to organize five Bicycle Committees in five key municipalities. Since 77% of roads in Massachusetts are owned by municipalities, bicyclists should and can have a significant say in the design of roads, facilities, and programs.

If you are new to the club, or have forgotten, two years ago CRW decided to end the permanent relationship with the League of American Bicyclists (LAB), reduce CRW dues by 33%, and implement an advocacy program where we solicit requests each year and award a grant. We are pleased that we continue to have the financial success from member dues and centuries to be able to continue this worthwhile program.

## Monster.org

Well the business climate is not very rosy for jobs these days, but there are plenty of opportunities to help out your favorite bike club. Sharon Gowan is stepping down as Membership Coordinator, and will be sorely missed. Dave VanAmeyden is moving to Washington, DC, and would be hard pressed to remain a long distance Information Coordinator. If you would rather remain anonymous than have your name in lights on the CRW masthead, Melinda is always looking for helpers on the Century Committee, and Rita for the Social Committee. Suzi can use bike shop reps for the currently orphaned bike shops. Last but certainly not least is our Rides Program that is always looking for new ride leaders. You can come with a ride of your own in mind, or pick a tried and true route that we've done in the past.

The Membership Coordinator position is a key role in the club. The coordinator processes all new and renewal membership applications, sends the checks to our treasurer, and transmits the mailing information to our mailing service, which is how you receive WheelPeople each month. The job requires the most time in the summer months when the bulk of the membership applications come in, but now would be a good time to start, and learn the ropes in a calm period. There is a Microsoft Windows based membership program that automates

Monster.org - Continued on page 10

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## Back by Popular Demand

Jacek is once again leading his Christmas Lights ride, this year with the help of David Wean. Check out the Rides Calendar for details.

### Highlights Inside:

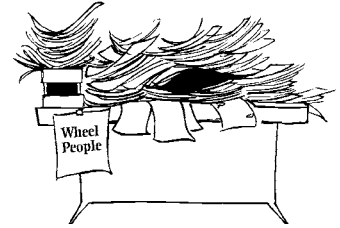
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The Charles River Wheelmen is a group of active adult bicyclists which sponsors a year-round program to promote the enjoyment of cycling. During the regular season - early Spring to late Fall - at least two ride loops are available every Sunday, designed to be ridden at your own pace. The Sunday rides, are arrowed in advance, and maps or cue sheets are generally provided. There are also rides each Saturday and during the week. Our Winter rides program, The Second Season, is more informal; the route and pace are decided by those who show up. We also hold social events and related activities.



CRW members receive WheelPeople, the Club's newsletter. CRW is also an associated club of the League of American Bicyclists. Address correspondence to:  
The Charles River Wheelmen - 19 Chase Avenue - West Newton, MA 02465

## 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.

Mail handwritten or typewritten documents or articles on floppy disk to Jack Donohue, 26 Fox Run Road, Bedford, MA 01730. Note: floppy disks will not be returned.

Documents produced on computer may be sent electronically via Internet to Jack at JDONOHUE@world.std.com. Your document must be in "text" mode.

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

## Insurance

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

### BOARD OF DIRECTORS

	Term Expires	
Don Blake	2003	781-275-7878
Connie Farb	2003	617-497-0641
Rich Fields	2002	781-272-3801
Steve Kolek	2002	781-674-1090
Rita Long	2004	781-899-9177
Tod Rodger	2003	978-456-8654
Cindy Sragg	2004	617-232-0227
Ann-Marie Starck	2002	508-877-0178
Bill Widnall	2004	781-862-2846

### OFFICERS AND COORDINATORS

President	Barry Nelson	617-964-5727
Executive Vice President	Bill Widnall	781-862-2846
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Special Projects Coordinator	Marty Weinstock	617-491-6523
Publicity Coordinator	Steve Kolek	781-674-1090
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Bike Shop Program	Suzi Melotti	617-247-3405
Volunteer Committee Chair	Linda Nelson	617-964-5727
Social Committee Chair	Rita Long	781-899-9177

### RIDE PROGRAM COORDINATORS

Vice President of Rides	Connie Farb	617-497-0641
Saturday Rides	Steve Mashl	978-244-0286
Sunday Rides	Tod Rodger	978-456-8654
Winter Rides	Eric Ferioli	781-235-4762
Intro Rides	Jenny Craddock	617-332-4098
Century Committee	Melinda Lyon	978-887-5755
Wednesday Fitness and Masters Ride	Dave McElwaine	781-821-8643
Wednesday Wheelers	Dick Arsenaault	781-272-1771
Wednesday Ice Cream Ride	Gabor Demjen	781-237-0602
	Eric Evans	617-527-0517
Thursday Fitness Rides	Peter Mason	781-646-5106
Friday Rides	Ed Glick	978-250-1883
	Daniel Rabinkin	781-275-2391
Saturday Fitness Rides	Dave McElwaine	781-821-8643
	Mark Dionne	617-965-5558
Sunday Fitness Rides	Carl Howerton	781-837-9777
	Jim Hill	781-337-5394
Urban Rides	Charles Hansen	617-734-0720

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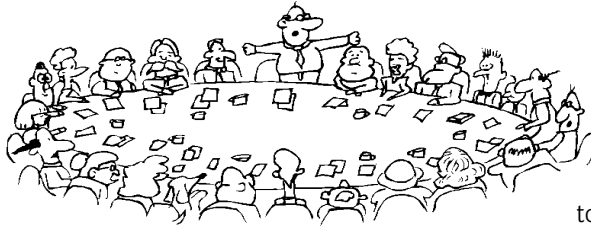
## Advertising Rates

Half Page	\$65.00	Third Page	\$45.00
Quarter Page	\$35.00	Eighth Page	\$20.00

For more information please contact  
Marty Weinstock at 617-491-6523

# CRW BOARD MEETING

November 5, 2002



In Attendance: John Allen, Don Blake, Jack Donohue, Connie Farb, Rita Long, Steve Mashl, Barry Nelson, Tod Rodger, Ann-Marie Starck, Jim Sullivan, Bill Widnall

## Membership (Barry Nelson for Sharon Gowan)

Current memberships: 1017  
Current members: 1215  
Expired members: 15  
New members: 35  
Renewed members: 49

## Candidacy for LAB Regional Director (John Allen)

John gave a short talk to the board explaining why he had decided to run for a LAB Regional Director position. Basically, he feels that the recent direction of LAB has been away from their strong advocacy position, which had been their cornerstone. If elected, John would work to restore this. He needs petitions signed by 50 LAB members to be nominated, and passed some forms around at the meeting.

## Budget (Tod Rodger)

Tod presented the budget report with year to date numbers up to the end of the third quarter with a comparison to the budget. Major items of interest were the fact that century income was off significantly due to a washout on the Fall Century. There was a major expense for purchase of CRW jerseys, which will not be recouped this year, since we have an inventory of jerseys that will be sold next year. Tod shows a small positive

cash flow year to date, which does not include the Advocacy

Grant, which has yet to be disbursed.

In the course of the budget discussion, the question was raised about increasing the registration fee for Climb to the Clouds. Since this is a matter for the century committee which is not due to meet again until next spring, it was decided that we could use similar numbers as in the past for budgeting purposes, which would be conservative.

## Advocacy Grant (Tod Rodger)

Tod's Advocacy Committee recommended that the \$5000 advocacy grant be given to MassBike to support their Community Bicycle Committees Program. Basically, the money would be used to help in the formation of bicycle committees in five towns. The committee chose this in favor of a proposal from LAB since it seemed a better use of the money. Tod intends to follow up with letters to the candidates explaining the reasoning behind the decision. The board approved this grant.

## Holiday Party (Don Blake)

Don reported that preparations for the holiday party are all set. It was suggested that CRW augment the potluck by purchasing some food, and it was decided that soft drinks would be purchased instead.

The next Board Meeting will be held on Tuesday, December 3rd at the United Church of Christ, Lexington.

## CYBER CHANGE OF ADDRESS

By now, a large number of you are receiving your copy of WheelPeople by email. This is a convenient way to receive it, saves trees, and is normally available quite a bit earlier than the printed version. If you've signed up for this, bear in mind that you need to tell our membership chairperson, Sharon Gowan(617-489-5682, sgowan@bbn.com) if your email address changes.

Also, be aware that the size of the PDF file is typically 600kb and can be more than a megabyte. Some email accounts won't

handle large attachments, and some (such as hotmail) have rather limited quotas, and will not deliver the message if the quota is exceeded. If you've signed up for eWheelPeople and haven't been receiving it, make sure that the account you signed up is valid and doesn't have the limitations above. If so, you can give Sharon another address to send to, or ask to be put back on the postal mail list.

You'll need Adobe Acrobat Reader 4.0 or greater to read the attachment.

## Cassandra's Riding Wisdom

Itching for advice but too embarrassed to scratch? E-mail your cycling life and love questions to [cassandra@crw.org](mailto:cassandra@crw.org)

Dear Cassandra:

I tend to wave and say, "Hi," to other riders as they ride by, whether they're going the opposite direction or they've just sped past me. Many don't say anything back. Am I doing something wrong? What is the proper etiquette for greeting passing bicyclists?

Baffled in Bolton

Dear Baff,

You are doing nothing wrong. Cassandra, too, has run into such situations on the road. Acknowledging fellow cyclists comes naturally to some, while others are less inclined to wave, nod, or even grunt. If one deems a verbal greeting excessive, Cassandra recommends the hand tilt technique. Done correctly, the padded palm of one's glove remains in contact with the bar while raising the fingers slightly. Note that the hand moves as a unit; there is no finger fluttering. This won't guarantee a return greeting as some cyclists may be concerned about aerodynamics, feel there is no need to be gracious simply because a passerby happens to be on two wheels, or is fighting dust in their contact lenses and didn't see you.

Dear Readers:

For friendly reasons (with details undisclosed to Cassandra), a fellow cyclist is seeking the identity of the rider she met at the pool party following a Sunday ride this summer. If you're a tall gentleman with red hair and a green car, you may be said cyclist. If you wish to contact the rider, no questions asked by Cassandra, please email Cassandra's Riding Wisdom.

- Cassandra



# Recurring Rides Calendar

These rides are held every week unless indicated

## Wednesday Wheelers

**Times:** Varies, usually 10:00 AM

**Description:** A group that enjoys exploring a variety of scenic routes, mostly in the western suburbs but also to the north or south. Occasionally we do an urban exploration. We always include a lunch stop, either during or at the end of the ride. In the winter we may substitute other activities, such as cross-country skiing. We stay together, following the leader for the day, while being careful not to drop anyone. On a rural ride of average hilliness, the pace is 15 to 17 mph on the flats, but slows considerably on the hills, so we wind up with a rolling average of about 13 mph. In fairness to the group, we require that prospective riders be capable of maintaining this pace.

**Routes:** Distances are typically between 30 and 40 miles.

**Start:** Location Varies.

**Directions:** The ride coordinator sends ride announcements and ride reports by weekly e-mail. For more information, in-

cluding the next ride start location, call or e-mail the ride coordinator Dick Arsenault [RFArsen@aol.com] 781-272-1771 day or early evening.

## Saturday Morning Fitness Ride at Nahanton Park\*\*

**Times:** 8:30 SHARP! This ride runs all year 'round.

**Description:** You will ride scenic rolling roads through Needham, Dover, Sherborn, and Medfield. We usually try to start people in bunches of about 10 riders, grouped by distance (28/42 miles) and (very roughly) by speed. Often each group ends up breaking into smaller bunches. We do encourage people to "wait up" a minute after certain hilly sections. The routes are arrowed so that you can find your way alone. This ride is for intermediate to advanced riders. The slower groups probably average 15-16 MPH, and the fast groups often average over 20 MPH. Most people do the ride to get a good workout. Even if you don't keep up for the whole

ride, hanging on for as long as you can is a good way to get stronger! Don't be late. At 8:30 we're gone.

**Routes:** Three routes, cue sheet and arrows: Long Route - 42 miles Medium Route - 28 miles Short Route - 19 miles

**Leaders:** Dave McElwaine [McElwaineD@aol.com] (781-821-8643) or Mark Dionne [crw@markdionne.com] (617-965-5558)

**Start:** Nahanton Park, Newton.

**Directions:** Take the Highland St. exit off Rt. 128 toward Needham. Take a left at the 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. Ride leaves from the main parking lot. (There is another entrance to Nahanton Park on Winchester St. Don't go there!)

\*\* CRW's Fitness Rides Program is designed to assist intermediate and advanced riders to improve their skills and learn cooperative paceline riding techniques.

## CRW Trips



### Tenth Annual Bikers on Skis

February 14-17, 2003

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 \$200 for the weekend includes three nights lodging, three breakfasts, two dinners.

To register send the a check for the full

amount made out to Charles River Wheelmen and a stamped self-addressed envelope or e-mail address by January 14 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

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# Endurance Training: Getting Started

by Pete Penseyres

Pete Penseyres won the Race Across America twice (1984 and 1986), holds the RAAM men's average speed record of 15.40 mph (1986), with Lon Haldeman holds the tandem transcontinental record (1987, 7d 14h 55m), was a member of Team Lightning that won HPV RAAM (1989, 5d 1h 8m), was a member of Team Bicycling which set the 50+ RAAM record (1996, 5d 11h 21m) and is a national champion road racer.

For more information on training, equipment and nutrition for long-distance cycling, go to [www.ultracycling.com](http://www.ultracycling.com)

\*\*\*\*\*

**T**raining for endurance is straightforward, but not easy. You simply identify your target event on a calendar, back off six to eight weeks, and do weekly long rides building up to 75% of your target distance. If your target event is a century the first of July, you reserve one day a week in May and June to do rides up to 75 miles. This 75% rule works for any cycling event up to 24 hours. In the latter case, you'd build up over six to eight weeks to an 18 hour training ride! If your target event is longer than 24 hours (e.g., RAAM), then a 24-hour ride every week or two over the last six to eight weeks may be the best preparation.

**Let's assume that our goal is a century ride by July 1 - but it's March.** What now? We need to build a base so that by May we're ready to ramp up the distance. There are no good shortcuts to putting in base miles. If you try to build up too fast, the risk of injury or burnout increases. A good rule of thumb is to only increase total riding by 10-15% per year and to also limit monthly increases to 10-15%. Building this way should allow us to ride for decades with smiles on our faces!

**By the end of base training, the goal is to comfortably ride 1/3 to 1/2 of the target distance.** Since we'll be riding a century by July 1, our base preparation goal is to ride 50 miles by the end of April. We live in San Diego, so this much riding is possible; if you live in Minnesota, you might only ride 1/3 of the target distance (33 miles). If you're training for something longer, like B-M-B or RAAM, then by the end of your base, you should be able to ride 1/2 of the daily riding time, e.g., 12 hours if training for RAAM.

Since we're training primarily for endurance and not for speed, the most important

ride is the weekly long ride. The purpose of the long ride is to train your muscles and cardiovascular system, and also your digestive system. A secondary benefit of this ride is psychological. If the long rides can be done comfortably, then our confidence in completing our target event will increase.

**The long rides should increase by 5-10% every week,** at the same rate as the weekly total. You might try to build up a little faster, but then throw in an easy week every four to six weeks, to allow yourself to recover. The long ride should be about half of your total weekly training volume. This works for long rides up to about 200 miles. The long ride should simulate the planned event as much as possible. For example, if you're planning a tour, with rest stops every couple of hours and a break for lunch, then ride that way. If you're targeting a race, than train with minimal stops. Only riding time counts, so deduct the time spent at breaks, fixing flats, etc. If possible, simulate the terrain and weather conditions you expect for the event on the weekly training rides.

**Pace yourself on the long rides so that you feel good at the end.** You may want to do these with other riders to make them safer and more fun, but please don't try to "half wheel" or hammer each other. If you can't carry on a continuous conversation at any time during the long ride (including the climbs) then you are going too hard. The primary purpose of this ride is to have the slowest rider feel good at the finish. Each rider will get the desired benefits, even if they feel that they are "loafing" through most of it.

**These rides should also be used to identify the limiters** (i.e., "show stoppers") that could stop you from completing the event comfortably. For example, there may be problems with pain or numbness at any one of the places we contact the bike: hands, feet and seat. This is the time to find (1) a saddle that fits your unique anatomy, (2) a comfortable aerobar position so that you can spend most of your flat and downhill riding time in it, and (3) shoes/inserts that keep your feet and knees happy. Knee, neck, back, or ankle problems could also show up for the first time on these long rides. When you identify a potential show-stopper on a long ride, fix it before the next weekend.

**Use the long rides to experiment with eating and drinking.** There are many good

articles on nutrition in UltraCycling - figure out what works for you. Do you ride better with pastries and Pop Tarts? Or with Hammergel and Spiz? When you find something that works for you, use it for the rest of your training rides and especially for your target event.

**It helps to do these long rides in one loop or one out-and-back.** Then, if you are at least halfway and start to tire, the fastest way home is to keep going. This is especially important as your longest rides approach 24 hours. When I was training for solo RAAM, several of my 24 hour rides started near home on Friday nights and went around the east side of the Salton Sea. At about the halfway point I almost always rode through a low point but managed to continue because every pedal stroke took me closer to home.

**The long ride is half of your weekly training - what do you do for the rest of the time?** If you're building your base, increasing your endurance and trying to get comfortable on the bike, then just ride. You need to ride at least four days a week to get fitter, so try hard to fit in the rides. I believe the best way to get in regular rides is commuting. You might take a short route on the way to work so you don't work up a sweat and then take a longer route home. Other options are Spinning classes or riding a trainer. You're better off riding briskly for 45 minutes three nights a week, than getting out for a couple of hours only one evening.

**A couple of months before your big event,** you should start doing a couple of short, hard rides a week. Again, specificity is key. If you're doing a mountainous century, go out and hammer in the hills. Or hammer into the wind. If you're peaking for a fast, flat 12 hour race, do a couple of fast, flat rides a week, focusing on staying aero and maintaining a constant effort. Of course, you also need some easy miles for recovery.

**If you are just getting started with distance events,** these suggestions may help you complete your first long rides in comfort and a smile on your face.

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# December 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.

## Something in Common

*Sunday - December 1*

Times: 10:30 AM

Ride Type: Map and/or Cue sheet.

Leaders: Eric Ferioli (781-235-4762)

Highlights: Eric will give us a taste of winter rides to come. Join us for the first Winter Ride of the Season. This is the season to share in the fun.

Start: Cambridge Common, 1/2 mile north of Harvard Square on Massachusetts Ave. Meet at the monument in the middle of the Common.

## Groton

*Sunday - December 8*

Times and Routes: 33 miles and 18 miles at 10:30 AM

Ride Type: Map and/or Cue sheet.

Leaders: Jamie and Jesse King (978-448-0533)

Highlights: This ride covers ground not usually seen on CRW rides. There will be an after

ride party at Jamie and Lindy's.

Start: 41 Whitaker Lane, Groton

Directions: From Rt. 495, take exit 31 onto Rt. 119 West, toward Groton. Rt. 225 joins 119 from the right at about 3 miles. At 4.2 miles, bear right onto Gay Rd. Take second right onto Whitaker Lane. #41 is on the left near the end of the road. House has yellow door. Park in the driveway or on the street on the power line side.

## Holliston

*Sunday - December 15*

Times and Routes: 10:30 AM

Leaders: John Goeller (508-429-2832)

Start: Holliston High School

Directions: Take Route 16W or 126S to Holliston. From the junction of Routes 126 and 16 in Holliston (near Bertucci's Restaurant), follow routes west 3/4 mile into center of town. Just past the Town Hall and the green in front of the Congregational Church, turn right onto Hollis Street. The school is approximately 7/10 of a mile on the left.

## The Christmas Lights Night Ride

*Monday - December 16*

Times and Routes: rolling 12 miles at 7 PM

Ride Type: Slow and cold

Leaders: Jacek Rudowski (617-361-5273), David Wean (617-327-2813)

Start: Municipal Parking Lot on Eastern Avenue in Dedham

Directions: Take exit 15A from I-95/Route 128 on the Westwood/Dedham town line. Go north, there will be signs for Eastern Avenue, turn left at that set of traffic lights. The municipal parking lot is immediately on the right.

Highlights: The purpose of this ride is to look at the Christmas lights in Hyde Park and East Dedham. Head and taillights are mandatory, and Reflective wear is strongly recommended. At two locations, part of the display is in people's yards. Here we stop and go in. The ride takes about 1 1/2 hours. We will not go on the above date if it is raining,

snowing or too cold. If there is any question about the weather, call Jacek at work (781) 233-1717 before 5 PM. I will be able to tell you whether we are rescheduling the ride or cancelling it.

## Weston

*Sunday - December 22*

Times: 10:30 AM

Ride Type: Map and/or Cue Sheet

Leaders: Eric Ferioli (781-235-4762)

Highlights: Note to bagel lovers: there is now a Bruegger's in Weston Center.

Start: Weston Town Hall, Weston Center

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

## Bare Natick

*Sunday - December 29*

Times: 10:30 AM

Ride Type: Map and/or Cue Sheet

Leaders: Eric Ferioli (781-235-4762)

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

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

## Happy New Year

*Wednesday - January 1*

Times: 11:00 AM

Ride Type: Winter.

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

Leaders: Eric Ferioli (781-235-4762)

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



[www.bikeitaly.com](http://www.bikeitaly.com)

*We customize our itinerary every day based on your interests and energy level. Enjoy a rich diversity of terrain on guided, van-supported rides from our home base: spectacular Dolomite mountain passes, scenic foothills rolling through vineyards, and the lush, sensuous Venetian plain dotted with undiscovered walled cities, castles with moats, and graceful Renaissance villas. Start any Saturday from May 3 through September 27, limited to 10 guests weekly.*

[info@bikeitaly.com](mailto:info@bikeitaly.com) 800-880-4476

# Letters to the Editor

We were on our favorite CRW ride of the season, the Northern Lighthouse Tour, which Andy Meyer and Renee LeVerrier lead in October. It is a wonderful ride that begins in Portsmouth, NH, and meanders through York and Ogunquit, Maine. The first half of the ride is deceptively easy as you follow the ocean. We ate our snacks at the Nubble Lighthouse and figured that we would have lunch on Shore Drive in Ogunquit. As we rounded the corner of Shore Drive it became obvious that we were not appropriately at-tired for lunch on Shore Drive. Did we have a memory lapse or were we just mesmerized by the ocean scents? We both remembered a small bakery in York as we prepared ourselves for the rolling inland hills of the second half of the ride. As we turned onto Route 1 in York we discovered that the bakery no longer existed but had been bought out by "Roast-N-Crumb." By this point we were famished as were the half dozen or so riders who were riding with us. We all went into the new es-tablishment only to learn that they wouldn't

be open officially until Tuesday (this was a Sunday). We were very BUMMED and very, very hungry. It was then that we spotted several muffins and a newly installed display of cold bottled drinks. We asked if we could purchase something. The response was no, but we'll give you the muffins for free. The CRW group proceeded to chow down the muffins (which were warm and fabulous). Now we were thirsty. Could we buy a bottle of OJ? The response, "No, but you can take them for free!" What was in those muffins? Was this another "senior moment?" No, these gracious hosts opened their chilled refrigerated case and gave us large bottles of OJ, water, and whatever else we needed. With such generosity these guys won't be in business long, so please visit the Roast-N-Crumb, 519 US Route 1, York, Maine, and tell John Lamarne and Paul Rioux that CRW sent you. Please offer to pay for your food.

Linda Nelson

# Sunday Brunch and Wine Tour

January 26, 2003

Come join fellow CRW members who (at least this time) refuse to cycle all the way up Wattaquodoc Hill Road. Instead, eat and drink at the Nashoba Valley Winery. We'll meet for brunch and a tour of the winery in the dead of winter - Sunday, January 26, 2003 at 11 am or as close to that as we can get a reservation. Calories and conversation can be guaranteed. Aerobic fitness will have to wait until spring. To join the fun, please send your name, e-mail (or address if you don't have email) and a check for \$18.50 per person (covers food and tip) to:

Alfred C. Yen  
Boston College Law School  
885 Centre Street  
Newton, MA 02459

Space will be limited to around 10 people. The winery's brunch page is at <http://www.nashobawinery.com/brunch.html>.

If you have questions, Fred can be reached at [yen@bc.edu](mailto:yen@bc.edu).

## CRW Club Jersey

On the web at  
[www.crw.org](http://www.crw.org)  
Click on News

# \$45

+\$2 postage  
per jersey



Mail your check, made out to CRW, and this order form to  
**Connie Farb, 11 Roberts Road Cambridge, MA 02138**  
For info: (617) 497-0641 - or - [chfarb@yahoo.com](mailto:chfarb@yahoo.com)

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

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

Sizes and VOMax recommended chest measurements:

### Men's

S (33-36"), M (36-39"), L (39-43"), XL (43-45")

### Women's

S (33-36"), M (36-39"), L (39-43")

These jerseys are "club-cut," which is a more relaxed fit than the racing cut of the 35th Anniversary jerseys. The women's sizes have the same chest as the men's, but they are slightly narrower in the waist, wider in the hips, and are slightly shorter.

# Tour of Switzerland

(aka 4-Country Tour)

by Tod Rodger

When I told people I was going to Switzerland on a bike tour, the first question they all asked was, "Isn't it awfully hilly?" Well, some of it is hilly, but most of it is mountainous. In three weeks we rode 1,200 miles and climbed over 95,000 feet. Averaging 65 miles per day may not sound like much, but try 5,000 feet per day before writing this off as easy.

Not only is it hilly and mountainous—it's also steep. Even riders from Colorado were surprised by the challenging climbs in the Alps. While 6-7% is generally the maximum grade in the Rockies, 10-15% is common in the Alps; and we did one descent that hit 22%. I found the descents to be worse than the climbs. The climbs were physically challenging, but many of the descents were downright scary. Even though I started with new brake pads, I replaced two sets during the tour and was carrying another spare set.



Tod Rodger, looking down on Grindewald, Switzerland, with the Eiger and Monch in the background.

This was the first commercial tour I have ever taken in my 150,000 miles of riding, which includes a lot of touring. One reason is that I'm so frugal (some would say cheap), and another is that I feel both confident and competent about planning my own tours. Although I think I am good at planning tours, Laurenz Gsell turned out to be even better; and he's certainly more patient and understanding about leading a group.

Laurenz is a recently-retired chemist living in Basel—in the northwest corner of Switzerland, just a few miles from both Germany and France. He and his wife Corinne love cycling, hiking, cross-country skiing, and other outdoor activities. They speak several languages fluently, they know the best cycling routes in Europe, they know how to negotiate for good hotels and meals in the shoulder tourist seasons, and they know what cyclists are looking for. Having lived,

worked, and cycled in the U.S., they especially enjoy introducing Americans to their home country.

Although I refer to this tour as a Tour of Switzerland, because we spent most of the three weeks doing a figure-8 through the mountains of Switzerland; Laurenz officially calls this his 4-Country Tour, because we spent two days in the Black Forest in Germany, two days in Alsace and the Vosge Mountains in France, and parts of two days around Lakes Como and Maggiore in Italy. He thinks the idea of touring in

four different countries is more appealing to Americans. Whatever you call it, it is magnificent.

One of our most beautiful adventures was the Push-Pull Day over a pass with no roads. As we climbed a beautiful valley, normally light traffic became negligible. The small paved road eventually turned to dirt, then stopped at a high alpine farm. At this point we walked our bikes around a farmhouse, through fields with electric fences, across a wildflower-filled meadow that formed the pass, and along a single-track path through the woods—emerging on a rideable dirt road

that turned into a paved road that took us down another gorgeous main valley. All day we were surrounded by dramatic jagged Alpine peaks and ridges, causing us to break out in songs from *The Sound of Music*.

The most challenging day was the Cowbell Day. Six of us (including all three from CRW!) rode up the Centovalle in Italy, over the Simplon Pass back into Switzerland, and then up the valley to Zermatt—where we basked in view of the Matterhorn. For riding 102 miles and climbing 11,650 feet, we were awarded a real cowbell. To put this in some perspective, recall that *Climb to the Clouds* is 105 miles and 5,000 feet. Although some on our tour pointed out that it would be much cheaper and easier to buy your own cowbell, all six of us were very proud to wear our cowbells around our necks that evening.

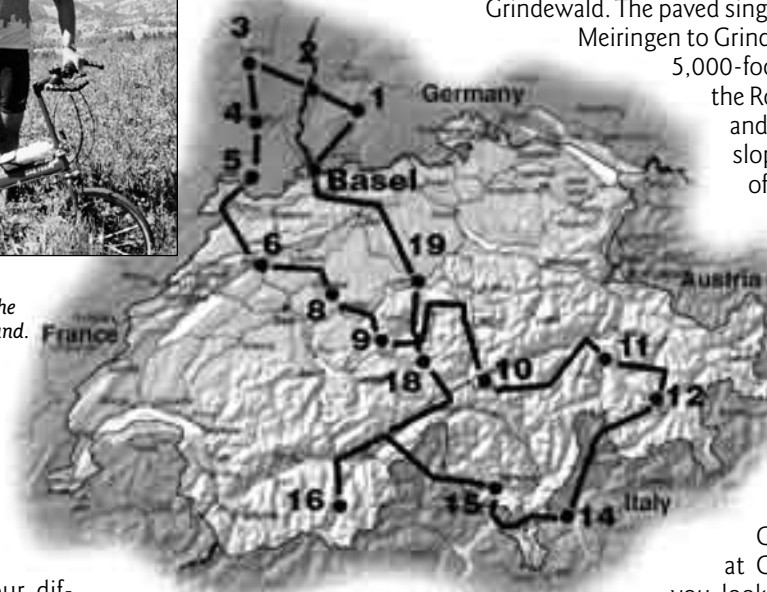
My favorite day was a free day in the Berner Oberland. While most of the group rode our bus to Grindewald to ride some cog trains and ski lifts, I rode up the "back route" to Grindewald. The paved single-lane road from Meiringen to Grindewald includes a

5,000-foot climb through the Rosenlautal Valley and then up an open slope in the shadow of the Wetterhorn.

Although this spectacular road is closed to general traffic, it is used as a mountain time trial in the Tour of Switzerland.

Crossing the pass at Gross Scheidegg, you look straight out to the Eiger and Monch—and down into Grindewald.

Part way through the trip I decided I would like to ride this same tour again next summer. When I approached Laurenz about signing up, he told me he is planning a tour through Burgundy and the Alps next summer. I told him, "That's fine. Here's my deposit." As Ruth said in the bible, "Where you go, I go." For more information, talk to Diane Meuser, Tom Hawkins, me, or check [www.bikeandhike.ch](http://www.bikeandhike.ch).





## WELCOME NEW MEMBERS

Nancy Arms	Newtonville
Michelle Baer	South Boston
Janet Berkowitz	Framingham
Sarah Birkeland	Cambridge
David Conna	Stow
Frank Connell	Milton
Manuel Davis, Elizabeth Gore	Arlington
Andrew Dean	Boston
Tim Dodd, Julie Dodd	Westford
Thomas Doucette	Stow
Elizabeth Drolet	Boston
Michael George	Lincoln
Margaret Guyer, Alice Clark, Aida Khan	Roslindale
Tom Holmes	Boston
Ginnie Mayhew	Newtonville
Michael McCreary, Carol McCreary	Acton
Joe McKown, Diane Carr	West Newton
David Miller	Woburn
Paul Morganthall	Watertown
Janet Morrison	Fitchburg
Marylynn Musgrove	Cambridge
Douglas Neu	Canton
Emily O'Brien	Somerville
Milo Pulde	Lexington
Timothy Roode	Cambridge
Robert Ross	Brookline
Christopher Roundy	Allston
John Ruttenberg	Waban
Marci Sage, William Sage	Newton Centre
Andrew Schiller	Wellesley
Gordon Ellsworth Seeley	Hopkinton
Debbie Sussman	Newtonville
Steven Thompson	Wayland
Roy Westerberg	Concord
James White	Lawrence

## Babz Bike Bits

by Barbara Clough

### "The Conversion"

So this is how the conversation starts. "Hi, Broadway Bike? Someone said you could help me." (I'm not naming names here.) "I have a twenty-year-old Raleigh, steel frame, that I want to convert to a fixed gear. Any ideas?"

"Oh, so I can do that? Well, who would I talk to? Actually, who am I talking to? John. Great name. When's a good time to come in on the weekend to get someone's undivided attention? Oh, there's not a good time, weekends are your busiest? What if I show u p at opening time - I'll flash my tattoo and belly button ring if it'll help me get someone's attention. Oh, not impressed by tattoos, but bikes get your atten- tion - what if I have a tattoo of a bike? Would t h a t work?" All I hear is laughter on the other end. Good laugh- ter. That got his attention.

So Saturday morning in the pouring rain, I'm standing outside my condo putting the bike rack on the car and loading up my ancient, crud encrusted Raleigh. I've wanted to do this conversion for more than a year, but between moving, personal problems, summer visitors, time just passed, so here I am, finally, making the first foray into what could be a major undertaking.

See, I'm completely out of my league here. I just know I want a fixed gear and I want one with this frame, because I'm 6'2" tall and I love this frame. And I've been commuting on it for years now, and I know it's a great solid piece of work. I even got hit on it, and the frame came through unscathed. (So did I, amazingly.)

So here I am at the shop, feeling more than a bit stupid, because I'm really not even sure of the correct questions to ask. I just plunge in with my story - I want a fixed gear, etc., etc. Of course, the woman working knows the correct questions to ask.

For instance, "What do you want to do with it? Do you want a flip flop? Want 700s for the wheels? You'll need to put new brakes on it for the 700s. Do you want front brakes, back brakes, or both?" I admit completely to being a coward - I want both. "That's not cowardly," she says. "that's smart." I feel better already.

You see, what I really want at 30-odd years old is a redo on my life. This time around I want to be a bike courier. I was busy doing other things in my 20s, and now in my 30s, I value my skin and bones, and frankly, my pocketbook. So in my other life, I have tattoos and piercings and a fixed-gear bike, and it all goes away when I show up on

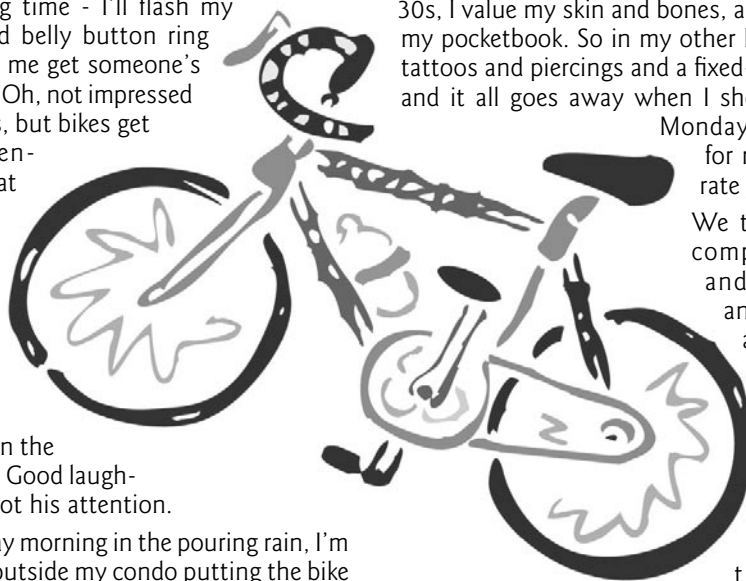
Monday morning for my corpo- rate job.

We talk about components and money and wheels and how to keep t h e costs down. S h e men- tions

that they are offering a

wheelbuilding course, and I could conceivably build my own wheels, thus saving money on buying them. Could I build my own wheels? I sign up for the course. If the first wheel sucks, I'll buy one, but I'm willing to give this a shot.

I show up for the wheelbuilding course, and realize I'm completely out of my league. I keep my mouth shut and listen, quite a feat for me. We discuss nipples, butted vs. straight spokes, flanges, rims, colors, met- als, cross patterns, tension, truing and the list goes on. Like who knew? Well obviously lots of people, just not me. By the end of the first class (which is all theory) I have chosen a hub, rim, spokes, and all the necessary accoutrements. In two weeks, I'll actually be doing something with it, but that's the next column.



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## Little Jack's Corner - by Jack Donohue



The other day I received a Rivendell catalog in the mail. By a strange juxtaposition, it came the same day I received my issue of Bi-

cycling, which is about the other end of the cycling spectrum. Now I'd been lusting after a Rivendell catalog for a number of years (Yes I know, normal males would be more interested in a Victoria's Secret catalog but we cyclists are strange folk). I had heard that they were the last bastion of retrogrouchiness, and I considered myself a died in the wool retrogrouch. The reason I had never had a Rivendell catalog before is that some years ago, they started charging money for their catalogs. Now many of the snootier companies started putting a dollar figure on their catalogs but in actual fact they could be had for free. Not so with Rivendell and it is against my religion to pay money for the opportunity to spend more money. Yes, I know, these are righteous folks fighting the good fight, etc, but principles are principles.

So, it was with much enthusiasm that I perused my very first Rivendell catalog. But

after reading a few pages, enthusiasm turned to disappointment.

The first several pages are dedicated to extolling the virtues of wool, complete with a picture of a sheep. I have nothing against wool, I own plenty of it, and wear it a lot in the winter. And it is definitely true that it doesn't stink as much as the synthetics, though it does have its own distinctive odor. But when they started waxing eloquent on "natural" fabrics and getting down on polypropylene and friends, I had to object. I reckon the invention of polypropylene ranked up there somewhere on a par with the discovery of fire. I got on the polypro bandwagon from the start (I think the Lifa polypro top I currently commute in is of that vintage). And cotton's fine in the summer if you don't mind carrying around a pound or so of absorbed sweat, so give me Lycra or give me death.

Then they get into gearing. The claim is that you can use a smaller big chainring, you don't need to go 50mph like all the racer types. Well, that may be true, but with a nine speed triple, you can crawl up Smuggler's Notch at several miles per hour and scream down the other side at 50mph and still be pedaling. In my book, you can never have too many gears. Then they suggested you could ride without shifting quite as much. Excuse me, but I have a long his-

tory of gear mashing, and with my fine STI setup I'm finally using all the gears that God gave me, and in fact riding better.

So then I read how all these tried and true components are more durable and reliable than the modern gear. I have to admit, I was of the same mind in the early days. Who needs indexed shifting, more parts to break, etc. My first bike with index shifting I immediately put it into friction mode. Then when STI came along I was really skeptical, because you couldn't dial it out if it went south. But my new bike has Ultegra STI and except for an annual adjustment, it has required no maintenance at all.

So, finally, I decided I wasn't too keen on the technical discussion, but if I could save money by buying not so state of the art equipment, maybe I'd be interested. But the stuff they sell is no cheaper than modern equipment and in some cases more expensive!

They did have some good hints in the catalog, like using wine corks for handlebar plugs (which I've been doing for years), but on the whole I decided much as I'd like to agree with their philosophy, I really didn't. Guess I'm not a true retrogrouch after all. So, I don't think I'll be buying anything out of the Rivendell catalog. And I'm certainly not going to buy the catalog!

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Monster.org - Continued from page 1

the data entry and keeping track of information needed by the other volunteers.

The Information Coordinator is the initial contact for people seeking information about the club: what we are, how to join, etc. This job is a lot easier than in days of yore, since most people use the web site to find out what they want.

Century Committee members are the volunteers that make our centuries run smoothly. Typically, you would be in charge of some aspect of the century, food, water stops, etc. Or you could sign on as a hired hand to help the committee members perform their task.

The Social Committees charter is to have fun! We're always seeking ideas and contributors to put on social events. You could organize a winter dinner or slide show, host an after ride party, or about anything else you can think of that is legal.

Bike shop reps maintain a CRW presence in their shop of choice. This consists mainly in seeing that the shop is well stocked with our brochures, and once a year begging for donations to our annual banquet.

You can start out as a ride leader, or sign on as a coleader first to get your feet wet. Helping out with arrowing is also a good way to meet other ride leaders, and get familiar with an arrowed route.

So, now that you're all fired up, here are the people to contact for more info or to sign on:

Membership Coordinator Sharon Gowan  
617-489-5682 sgowan@bnn.com

Information Coordinator  
Dave VanAmeiden 781-354-1144  
Dave\_V@earthlink.net

Century Committee Melinda Lyon  
978-887-5755 melindalyon@juno.com

Social Committee Chair Rita Long  
781-899-9177 RitaLong@attbi.com

Bike Shop Program Suzi Melotti  
617-247-3405 smelotti@hotmail.com

Rides Program Connie Farb  
617-497-0641 chfarb@yahoo.com



*"Nothing compares to  
the simple pleasure of  
a bike ride"*

— John F. Kennedy

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# October Mileage Totals

1	1	0	2	5	9
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Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Gerald Goode	10991	-	-	-	Nick Linsky	3894	4	2	-	Jeff Luxenberg	606	-	-	-
Bruce Ingle	10821	8	6	5	Glenn Ketterle	3789	1	-	-	Rosalie Blum	375	-	-	-
Jack Donohue	8859	-	-	-	Doug Cohen	3566	3	1	-	Tracy Ingle	134	-	-	-
Tod Rodger	8746	10	6	5	Butch Pemstein	2850	1	-	-	Jared Luxenberg	125	-	-	-
Don MacFarlane	6959	5	2	-	Joel Parks	2836	-	-	-	Sara Luxenberg	8	-	-	-
Richard Dweck	5379	6	5	-	Ed Hoffer	2625	-	1	-	<p><b>Mileage Table Explained</b></p> <p>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.</p> <p>Report mileage by the fifth of each month to: Ed Trumbull, 19 Chase Avenue, West Newton, MA 02465 (617) 332-8546.</p>				
Bruce Gelin	5274	8	1	-	Jim Broughton	2400	-	-	-					
Bill Widnall	5233	10	10	-	Cynthia Snow	1714	1	-	-					
Dick Arsenault	5226	4	1	-	John Kane	1412	-	-	-					
Irving Kurki	5021	6	3	-	Lyn Rodger	1064	-	-	-					
Bob Sawyer	4241	1	-	-	Harry Wolf	1064	-	-	-					
Joe Repole	4183	10	10	-	Phyllis Mays	864	-	-	-					

## Almost a Year in Hanoi Part VI

### “Easy Traveling”

by Jean Arnold

**New Zealand must be the easiest country on earth to travel in.** There’s a series of postage stamps that shows beautiful scenes and announces “One Hundred Years of Tourism”. Their century of experience in hospitality shows.

There are very helpful information centers even in the small towns. They’re full of ideas on what to do in the area and further a field. They’ll make a booking for you at hostels or hotels, sell you a bus, ferry or train ticket and many centers have reasonably priced e-mail access. Whether you’re booking a room in the cheapest campsite or hostel or a five star hotel, they’re equally pleasant and helpful.

The people who staff these information centers can be brutally honest. One day I had wanted to stay in Te Puia Springs and enjoy a soak in the hot springs so I stopped at the info center to ask for a booking at the local hotel. The woman at the desk told me point blank “The next town is much nicer”. It turned out that the hotel was full up so there was no choice but to continue to Tokomaru Bay. After seeing that town, I had to agree with her about the relative merits of these two places, but perhaps she’s not the right person to be promoting Te Puia Springs.

Touring by bike is a breeze. The roads are almost all sealed with generous shoulders and the drivers for the most part give you lots of space. Many drivers wave or give a friendly honk when passing. On one hilly, unsealed

stretch in the Coromandel Peninsula one car even stopped and asked if I needed a ride.

If you find yourself running out of energy, or the more likely scenario--short on time, you can put your bike on a bus for an additional NZ\$10 (US\$4.20) beyond the fare.

### Many drivers wave or give a friendly honk when passing.

The booking office tells you that you have to cover your chain, take off the pedals and turn the handlebars, but I’ve never had to. The most they’ve made me do is to take off the front wheel. When I showed up at the Napier bus station slurping on a boysenberry ice cream cone the driver didn’t want to wait for me to finish my treat, unload my bike and take off the wheel, so he loaded it as it was. That was fun alighting in Wellington, opening the busses’ underbelly, putting on my helmet and pedaling off.

Another aspect of traveling here in this place half a world away from home is running into the same fellow travelers over and over again. A Japanese girl I’d spent Christmas with in

Kerikeri and met at another hostel waved at me from a van on a backroad on New Year’s Day. I ran into Joe from Korea in four towns and told him I was going to miss him when I didn’t see him anymore. I’ve met Joachim from Germany twice and I expect our paths will cross yet again. I even biked for three days with a Swiss farmer who was heading the same way.

And like Keiko said, a 64-year old Japanese woman from the Hiroshima area whom I’ve met twice now, “I’m not really traveling alone; Godo is with me”. I looked at her with quizzical, knitted brows to indicate that I didn’t understand. “G-O-D. Godo is with me”, she clarified. Yes, and at the next hostel you never know which fellow travelers will walk back into your life.

PS. You might not believe me, but I’m truly not making this up. I finished writing this last night, but I procrastinated about e-mailing it for some reason. When I arrived in Nelson this afternoon I checked into the YHA hostel. As I was hanging up my bike in the storage area, a short woman walked past the open door. She backed up and did a double take; it was Keiko. Our third meeting. We’re in the same room for our stay here.

## 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
- Back Bay Bicycles**  
333 Newbury St., 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
- Burlington Cycle**  
428 Boston Rd., Billerica (978) 671-0800
- Cambridge Bicycle**  
259 Massachusetts Ave, Cambridge (617) 876-6555
- Chelmsford Cyclery**  
7 Summer 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 Cycle and Leather**  
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 Tpke, Westboro (508) 366-1770
- Frank's Spoke 'N Wheel**  
119 Boston Post Rd., Sudbury (978) 443-6696  
877 Main St., Waltham (781) 894-2768
- 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  
574 Washington St., Easton (508) 230-8882  
303 Worcester Rd., Framingham (508) 875-5158  
276 Turnpike Road, 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
- Northeast Bicycles**  
102 Broadway, Rt. 1, Saugus (781) 233-2664

- 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 (617) 731-6100  
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
- 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
- Two For The Road**  
Georgetown Plaza, Georgetown (978) 352-7343
- Wild Women Outfitters**  
397 Massachusetts Ave, Arlington (781) 641-5776

Charles River Wheelmen  
19 Chase Avenue  
West Newton, MA 02465

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BOSTON, MA

### Join The Charles River Wheelmen

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 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.

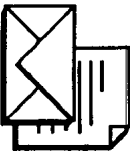
We publish an annual member directory that is available only to club members. Check this box if you don't want your name, address and home phone number on this list.

CRW 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 Sharon Gowan, 504 School St., Belmont, MA 02478

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 \_\_\_\_\_



**Renewal or Change of Address?**  
Don't miss a single issue of WheelPeople! Send your renewal or change of address to our Membership Coordinator:  
Sharon Gowan, 504 School Street, Belmont, MA 02478