


Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXVII, Number 10 • October, 2003

Awards Nominations

Each year, the board votes to present awards at the annual club banquet on November 6 to individuals who have demonstrated outstanding service to our club.

At the October 7 board meeting, the board will nominate candidates and vote on the nominations.

If you would like to have input into this decision, send the names of people you would like to nominate to our club secretary:

Cindy Sragg
126 Babcock St Apt 7
Brookline, MA 02446

or preferably by email to Cindy.Sragg@alke-rmes.com, by Oct 4 with a short paragraph describing why the volunteer is worthy of special recognition. Thanks for your participation in this endeavor.

Annual Banquet and Awards Presentation

The annual CRW banquet will be held on Thursday, November 6 at the Yangtze River Restaurant in Lexington. We will have a full menu including several vegetarian dishes. Dinner will be served at 7:00 sharp. Arrive between 6:00 and 6:30 for cocktails, appetizers, and socializing. The Yangtze River Restaurant is located in Depot Square off Massachusetts Avenue in Lexington Center. The cost for the banquet is \$15.00 per person, children nine and under are half price. Please send your reservations with your check by October 31 to Don Blake, One Gleason Road, Bedford MA 01730. The cost for reservations received after that will be \$20.

All A-Board

It's that time of year again, the CRW board elections. We have three board positions that need to be filled. The CRW board consists of nine members, and together with the other officers are responsible for running the club. If you have strong feelings about how things should be done, or are interested in helping the club, run for the board. Board members are required to attend monthly meetings where CRW issues are discussed. Board members may optionally participate in other activities or committees within the club.

Any club member is eligible to apply for the post. To run for a board position, send a statement of candidacy to:

Wheelpeople,
c/o Jack Donohue
26 Fox Run Road
Bedford, MA 01730

e-mail: jmdonohue@alum.mit.edu

E-mail is preferred, or typed hard copy. The statement should be about 100 words or so, introducing yourself and your bicycling interests, and stating your reasons for seeking the board position. Statements must be received by November 5, for the December issue of Wheelpeople.

The top three candidates will receive three year terms starting in January and expiring at the end of 2006.

A Mountain Stage in the Tour de France

by *Tod Rodger*

With all the riding I do, you'd think I would understand and appreciate what the pros do in the Tour de France. Not so, until I rode the route of a mountain stage this summer. I suspected it was hard, but I didn't know how hard until I tried it. I suspected they were fast, but I didn't know how fast until I tried it.

This June I rode for four weeks with a group through Burgundy and the French Alps. Riding every day and averaging 65 miles and 5,000 feet of climbing per day provides some feel for the rigor and discipline involved in the Tour. But it was our free day in Bourg-d'Oisan when I really learned what the pros do. Connie Farb and I decided to ride a loop

called La Marmotte-- or the Five Cols Loop. With 106 miles and 13,300 feet of climbing, this route covers several of the same roads and mountain passes as Stage 8 of this year's Tour de France (which includes 130 miles and 13,500 feet of climbing).

At 6 AM we were on the road, having sneaked quietly out of our hotel and eaten some fruit and bread we had stashed the night before. After a fast and easy 15-mile warm-up on the flats, we hit the first 5,000-foot climb up to the Cols (Passes) du Glandon and Croix de Fer in the cool of the early morning and were over the top on schedule by 9:30. The scenery was spectacular, and I never even

A Mountain Stage - Continued on page 9

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



CRW members receive WheelPeople, the Club's newsletter. CRW is also an associated club of the League of American Bicyclists. Address correspondence to:

The Charles River Wheelmen - Club Address: 1 Gleason Road - Bedford, MA 01730

BOARD OF DIRECTORS

	Term Expires	
Don Blake	2003	781-275-7878
Connie Farb	2003	617-497-0641
Rich Fields	2005	781-272-3801
Jackie Grocer	2005	508-381-1529
Rita Long	2004	781-899-9177
Steve Mashl	2005	978-244-0286
Tod Rodger	2003	978-456-8654
Cindy Sragg	2004	617-232-0227
Bill Widnall	2004	781-862-2846

OFFICERS AND COORDINATORS

President	Bill Widnall	781-862-2846
Executive Vice President	Barry Nelson	617-964-5727
Vice President of Finance	OPEN	
Vice President of Publications	Ken Hablow	781-647-0233
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Information	Ann-Marie Starck	508-877-0178
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Publicity Coordinator	OPEN	
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Mileage	Jamie King	978-448-0533
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Volunteer Committee Chair	OPEN	
Social Committee Chair	Ed Glick	978-250-1883

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	Rich Taylor	978-287-4921
Friday Rides	Ed Glick	978-250-1883
	Daniel Rabinkin	781-275-2391
Saturday Fitness Rides	Dave McElwaine	781-821-8643
	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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Administrator	Barry Nelson	barrynelson@alum.mit.edu

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 jmdonohue@alum.mit.edu. 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.

Advertising Rates

Half Page	\$80.00	Third Page	\$55.00
Quarter Page	\$42.50	Eighth Page	\$24.00
For more information please contact Marty Weinstock at 617-491-6523			

CRW BOARD MEETING MINUTES - September 2, 2003

In Attendance: Bill Widnall, Cindy Sragg, Don Foster, Don Blake, Connie Farb, Barry Nelson, Linda Nelson, Steve Mashl, Rich Fields, Ed Glick, Marty Weinstock, Tod Rodger

Ed Glick was welcomed as the new Social Chair and introductions to the Board and other attendees were made.

August's Board Meeting minutes were approved without dissent.

August 2003 Membership (Linda Nelson)

945 memberships, 1144 members, 27 renewals, 24 new, 49 expired

Coordinator Opening

Steve Mashl is stepping down as Saturday Rides Coordinator but is going to work with the club on the areas of boosting membership and ride leadership. He thought membership could benefit from more entry-level/beginner rides and also a policy in which not everything is available to members/non-members alike (i.e., some things would be "members only"). Steve felt that more frequent ride leader workshops and a mentoring program were improvements that might get new ride leaders and retain longtime ride leaders.

Finances (Tod Rodger/Don Blake)

A quick review of the Register Report showed a gain of over \$4,000 for the month of August. We reviewed ride reimbursement policies, and the extended trip insurance issue raised last month.

Merchandise (Bill Widnall for Ken Hallow)

Ken put an order in for 60 club jackets.

Social Committee (Ed Glick)

Ed presented a few ideas he has for social events for the club. He wants to get a link on the website for club social events, thinking of putting together an end of season/Halloween party, re-starting the dining out program. We reviewed the Social Committee's budget and all agreed that if the money budgeted for social events proved to be insufficient (i.e., Ed had a few events that were so successful they ate up the allotted money) that the Board would be willing to look at this and possibly allot more money mid-year. Tod suggested to Ed that it would be best to try to enhance club events by tying in a social aspect to them rather than compete with club events already scheduled. For example, if there is a slide show/talk already on the calendar, tying a social event to that (food, drink, etc.) might be the best way to go.

Video/DVD Purchases (Connie Farb)

Connie researched the cost of "The Hard Road" and highlights from the Tour de France videos/DVDs. We had a brief discussion in which it was felt that DVDs were the way to go over VHS. Connie moved that we purchase a video of "The Hard Road" and the 4-hour version of the TDF. The motion was seconded and passed unanimously. We may have a social event built around the viewing of these DVDs before donating them to the Minute Man Library network.

Advocacy (Tod Rodger)

Tod recommended that we not send out RFPs for the advocacy grant this year and instead continue to support MassBike with our advocacy money. We have a good relationship with them, they update us and give us progress reports, and acknowledge CRW publicly for the receipt of these funds.

To ensure that MassBike doesn't become complacent about receiving these funds, Tim Baldwin, head of MassBike, will be contacted and asked for a written statement of how his organization would

spend the CRW grant if they again received it this year.

Annual Banquet (Marty Weinstock)

Marty suggested Thursday November 6th as the date for the banquet with Thursday November 13th as the back-up in case the first date is not available. The

cost of the banquet will be \$15 for those who

pre-registered (this amount will be set once Marty discusses menu with the restaurant) and \$20 at the door for last-minute attendees. The Board approved all of Marty's suggestions.

We discussed the annual awards process and thought we might make awards more specific this year. For example, there might be an Outstanding Ride Leader award, a Behind the Scenes Player award, Good Shepherd award, etc. Barry Nelson will solicit nominations by email in addition to the notice in this issue. He will also bring a list of prior awards to the next board meeting.

Board and Officer Openings (B. Widnall)

This issue has an announcement of the election of three new board members. We are also looking for a Vice President of Finance as well as a President Elect.

Annual Federal and State Reporting Requirements (B. Widnall)

Bill reported that as CRW has grown in size, the level of its annual revenues are now over \$25,000 and therefore CRW must now make an annual information/financial report to the IRS on Form 990-EZ. CRW may also be required to file a Massachusetts Form PC, depending on whether or not we are considered to be a public charity.

The next Board Meeting will be held on Tuesday, October 7th at 7:30 at the United Church of Christ, Lexington.

Respectfully submitted,

Cindy Sragg

Board Member/Secretary



CRW Cycling Jacket \$65



Sizes: S, M, L, XL, XXL
\$30.00 deposit required
Mail your check made out to CRW and this order form to:
Ken Hallow, 35 Longmeadow Rd., Weston MA 02493
Please include your phone number
For info: (781) 647-0233 - or - khalow@khgraphics.com

Name _____
Address _____
City State Zip _____
Telephone _____
Quantity _____ Size(s) _____



Recurring Rides Calendar

These rides are held every week unless indicated

Wednesday Wheelers

Times: Varies, usually 10:00 AM

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

Routes: Distances are typically between 30 and 40 miles.

Leaders: Different leader each week, to become a leader contact Dick Arsenault [RFArsen@aol.com]

Start: Location Varies.

Directions: The ride coordinator sends ride announcements and ride reports by weekly e-mail. For more information, including the next ride start location, call or e-mail the ride coordinator Dick Arsenault [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.



October 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.

Cape Cod Ride

Saturday - October 4

Times and Routes: 10:00 am for 34, 48, or 61 miles

Ride Type: Cue sheet

Leaders: Ed Foster (508-420-7245)

Highlights: A gorgeous ride on lightly traveled roads with views of Buzzards Bay, Vineyard Sound, cranberry bogs, and salt ponds. The short ride, mostly in Falmouth, follows part of the route of the Cape Cod Marathon with 5 miles right on Vineyard Sound with great views of Martha's Vineyard. The long ride adds Sandwich, Cape Cod Canal, and Buzzards Bay. At the 39 mile point you have

the option of continuing to Woods Hole and along Vineyard Sound for 61 miles, or cutting inland to shorten the ride to 48 miles.

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

Directions: Via Bourne Bridge: Once over the bridge, continue around the circle to Rte 28 south. Go 7 miles to Rte 151 south (right off the exit ramp.) Go 5.5 miles to Old Barnstable Road (at light), turn right and then take the first left into Mashpee High School, and next left ("deliveries" sign) into parking lot. Via Sagamore Bridge: Once over the bridge, take exit 2 (Rte 130 south, Cotuit, Mashpee) and after 7.2 miles turn right onto Great Neck Road. One mile further turn right onto

Lowell Road. Lowell Road becomes Old Barnstable Road and after 1.9 miles crosses Rte 151 at a light. Turn left into Mashpee High School just after the light and take the next left ("deliveries" sign) into parking lot.

Squanacook River Ride

Sunday - October 5

Times and Routes: 10:00 for 56 or 62 miles; 10:15 for 45 or 25 miles (Rain, snow or shine!)

Ride Type: Arrowed (swoopy chevrons ^) plus map and cue sheet.

Leaders: Peter Brooks, 617-926-5735

Highlights: Mostly all beautiful rolling backroads. The Hills of Harvard, Shaker Village, Devens (formally known as a Fort), The Town of Shirley, Squanacook River, West Groton, Pepperell, Covered Bridge, Nashua River, Groton, well manicured landscapes of new suburban estates on formerly back country roads, Westford, Boxborough. Note food opportunities in Shirley at 20 miles, Groton at 25 miles, Pepperell @ 35 miles, Forge Village at 45 miles.

Start: South Acton, commuter rail T parking lot.

Directions: Rt. 2 west to 27 south, left at lights, follow 27 to So. Acton, right on Central St., after the Acton Music Center, left in to parking lot.

Which Way to Wayside

Saturday - October 11

Times and Routes: 9:00 for 45 miles with a 21 mile short option

Ride Type: Map and cue sheet

Leaders: Michael Katin (617-964-3078)

Highlights: Enjoy a beautiful autumn ride through the back roads of Marlborough, Hudson, Stow, Bolton, Clinton, Berlin and Sudbury with a rest stop at The Old Grist Mill at the Wayside Inn in Sudbury. Although there is a 21 mile short option, the longer route contains the nicest parts of this ride. Weather permitting, the Old Grist Mill makes a nice spot for light picnic. You can bring food with you or we can stop at the Country Cupboard convenience store en route on Route 117 in Bolton.

Start: Brophy Elementary School on Pleasant Street (Rte. 30) in Framingham.

Directions: From the Mass. Pike, take Exit 12 (Route 9 Exit). Take Route 9 West; at end of ramp, move to the left lane of Route 9 and take left lane exit following sign for "Route 30, Natick/Southborough". At the second light, take sharp right turn on to Rte. 30 East. Brophy School will be 1.8 miles on the left side of street. (N.B. Brophy School can also be reached on Route 30 going west from Framingham Center--the school is 1.5 miles west on Rte. 30 from Framingham Center, but the turns are tricky unless you are very familiar with the area).

Blue Moose Hill

Sunday - October 12

Times and Routes: 9:30 for 50 miles, 10:00 for 25 or 15 miles

Ride Type: Arrowed and Cue Sheet. The arrow is an orange upside down 'V'.

Leaders: Jean and Ken Zaniewski (781-784-1845)

Highlights: Mostly flat short loop, mucho climbing long route. The long ride includes the Boston Skyline View from Big Blue Hill. Bring extra water and food for the long ride since there are no convenient places along the route to obtain them. Party at ride leaders' home 1 1/2 miles from ride's end - food, drink, and good company provided.

Start: Sharon Shopping Center, Shaw's Market

Directions: From Rt.128 take Rt.95 South to (exit 8) Mechanic St./S.Main St.Take a left from the exit ramp - the shopping center is about 1/4 mile ahead on the right. PLEASE PARK AS FAR FROM THE STORES AS POSSIBLE, CLOSE TO SOUTH MAIN STREET.

Stow Country Ride

Saturday - October 18

Times and Routes: 10:00 for 50 miles; 10:30 for 25 miles.

Ride Type: Map and cue sheet

Leaders: Jenny Robbins, j.t.robbs@verizon.net; 781-893-0840 before 9:00 PM.

Highlights: From the Stow Shopping Center, the longer 50-mile ride goes through Boxboro, Harvard, Littleton, Ayer to Groton with a lunch break at the Bagel/sandwich store. Afterwards, the route goes up into Dunstable and back by Lost Lake and Westford. The 25-mile ride loops back from Littleton past the Stow Airport with no official lunch stop. It is a very pretty ride.

Start: Stow shopping center on Route 117.

Directions: From Rte. 128 take Rte. 2 west to Rte. 62 (7 miles), Rte. 62 west to Rte 117 (5.2 miles). Rte. 117 west to the Stow Shopping Center on the right (Mobil Gas Station on the left). Please park away from the grocery store towards the back of the lot.

We Cover the Waterfront

October 18 - Saturday

Times and Routes: 10 AM for about 30 miles at a moderate pace.

Ride Type: Urban - follow the leader

Leaders: Charles Hansen W: (617) 572-0277
velotrain@peoplepc.com

Lowlights: This is more an urban exploration than an aerobic ride, as we work our way from South Boston to the downtown waterfront, then through Charlestown to Everett, Chelsea and finally East Boston (where we traditionally ride around the Logan Airport ring road), always staying as close to the harbor as we can by going out on piers, etc. This ride is a delight for aficionados of the urban maritime/industrial environment. Due to glass and other debris on the route, ATB's

or sturdy touring tires are recommended. Please bring your lunch! Rain date is Sunday, October 19.

Start: Meet at snack stand at Castle Island, South Boston.

Directions: Take Broadway or Day Boulevard in South Boston to the very end.

Sterling Ride From Sudbury

Sunday - October 19

Times and Routes: 9:30 AM for 67, 45, or 27 miles.

Ride Type: Arrowed (small letter "b") with cue sheets.

Leaders: Mike Byrne, (978) 443-8999; raddad47@aol.com.

Highlights: Long ride circumnavigates Wachusset Reservoir clockwise. Work up an appetite on the Green St. hill, lunch at the Old Stone Church on the shores of the reservoir or in Sterling, work that off on a few more hills, followed by an ice cream? Back through Lancaster, Bolton (up one more hill and past the winery), Hudson, Stow and Marlboro. Medium ride avoids the reservoir, going north through Berlin Center (lunch stop), re-joining long route in Bolton. Short ride meanders through some of the less traveled roads of Sudbury, Framingham, Southboro, Marlboro, Hudson and Stow. All rides pass the Farside (Wayside) Inn and Grist Mill going out and back (possible lunch stop on the way back for the short ride).

Start: Ephraim Curtis Middle School, Pratts Mill Rd. (just off Peakham Rd.), Sudbury.

Directions: From Rte. 128/I-95, take Rte. 20 West (towards Marlboro) thru Weston to Wayland. Turn right in Wayland Center onto Rte. 27 North, go past Wayland Country Club, across Sudbury River and up hill into Sudbury Center (churches, town hall). Stay on Rte. 27 North thru traffic lights (crossing Concord Rd.), then left onto Peakham Rd. (first left after lights). Go straight at first stop sign (Old Lancaster) and turn right at second stop sign (Pratts Mill). Curtis Middle School immediately on right.

Wachusett Wheelabout

Saturday - October 25

Times and Routes: 9:30 AM for 63 and 50 miles, 10:00 AM for 30 miles.

Ride Type: Arrowed + map and cue sheets

Leaders: Ron Pawlowski, 617-780-7931, ronpski@rcn.com

Highlights: A Fall tour of the beautiful backroads of Stow, Hudson, Berlin, Boylston, Sterling and Bolton. Medium and long rides

circle Wachusett Reservoir while the long ride passes Harvard and the Fruitlands. Berlin Orchards in Berlin is the lunch stop for the short ride, the medium and long rides lunch at Meadowbrook Orchards west of the reservoir. Terrain is rolling with some great views (and some wonderful hills).

Start: South Acton "T" station, Central Street at Route 27.

Directions: Route 2 West, exit left onto Route 111 at Exit 43, turn left onto Route 27 at light. Central Street is a sharp right turn .95 miles past the light at Route 111. Look for Mobil station, then the yellow tower of the Acton Music Center on the corner on the

right. Turn sharp right, immediate left into the "T" commuter rail parking lot.

Scenic Coastal Loop

Sunday - October 26

Times and Routes: Longer ride (50 miles) leaves at 9:30; shorter ride (38 miles) leaves at 9:45.

Ride Type: Arrowed. Arrow is a white inverted "T"

Leaders: Dan Walsh, (781) 749-4019, dan@walsh.name

Highlights: Both rides will traverse the back roads of Hingham to access a scenic coastal

route through Hull, Cohasset and Scituate. Along the coast, you will see the beautiful homes of Jerusalem Road, quaint Cohasset Harbor and the active waterfront in downtown Scituate. The 49 mile loop extends the route to the tip of the Hull peninsula, with views of the Boston skyline. The ride consists of mostly flat terrain along the coast, with rolling hills on the inland portion of the route.

Start: Rockland Park'n Ride lot

Directions: Take Rt. 3 to Exit 14 (Rt.228) in Rockland. Turn left at end of exit ramp and park in the Park'n Ride lot.

Notes from the Rear More on Tandem Riding

By Joan Laxson

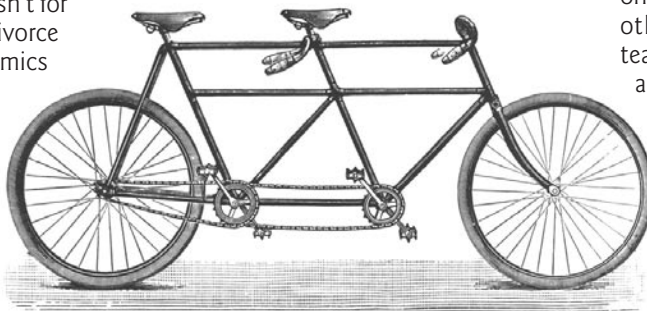
First of all, let it go on record that in 1972 I was a member of a feminist woman's group at the University of California, Berkeley. In the past five years, my total miles on my single bicycle number in the 5 digits. And, as many friends (and my husband!) will tell you, I'm a control freak!

But I just love being the stoker on the back of our tandem! Of course tandeming isn't for everyone. It isn't nicknamed "The Divorce Bike" for nothing. Whatever the dynamics of a relationship are, riding a tandem will highlight them.

We began by borrowing a too-big tandem with bar-end shifters, and nearly did ourselves in! The best way to try out a tandem is to go to Belmont Wheelworks. Doug Shoemaker showed us the ropes. First he took hubby out as a stoker, whispering in my ear that he was "going to scare the living daylights out of him," thus impressing on him the comparatively helpless position of the stoker. Then I got my stoker ride with Doug, and when he deemed us ready, he let us try out the bike alone. We were hooked.

Now, there IS that issue of control! The first time hubby and I went out on our new Co-Motion; I was literally dry-mouthed with fear. Yes, the guy goes on front as "captain" because he's bigger and thus stronger. Not just because he's a guy. He has to hold the bike while I climb on and clip in, and I don't unclip when we stop. He has to hop off his seat at a stop, and hold up both the bike and me. You want terror! Get used to sitting on a bike at a stop sign while you're clipped in!

I'm also guessing that if the heavier person were on the back, stability might be affected; but I do know couples where the woman is bigger, and there she is on the back. Maybe it is a bit of a "guy-thing." But then Ginger Rogers spent a good part of her life dancing backwards in high heels, and she did okay. There are women tandem racers and women teams do the women's Race Across America.



I've just never seen any around here. Ditto men's teams, except for some father/son pairs.

But I do have control! The first rule of tandeming is that the stoker is always right! I've got a drum brake lever if he goes too fast. Plus I can pinch his butt, or, if he's really bugging me, another stoker says that I can pants him by dragging his elastic down and hooking it over his seat! And there really is something to be said for being able to look at the scenery. On Cycle Montana a couple of years ago, I commented after the first day's ride that I was delighted to see that there were still so many prairie dogs in the West. "Prairie dogs?" said all the other riders. "There were prairie dogs?"

Many tandem teams are biking partner-

ships. I know very few couples that go out together on singles. Mostly it's she does and he doesn't, or he does and she doesn't. But for two people that want to ride together, the tandem is a great equalizer. If you've got a well-meaning, but faster, friend who rides ahead for miles and then comes back periodically to see how you are doing, it's much more fun to be right behind him/her on a tandem! Plus we are a team. And like other sports teams, we do like to wear team jerseys! Sort of like the CRW shirts on a club ride. Heck, today we even had on our matching CRW socks. But, yeah, sometimes that gets overdone and too cutesy. We got "scolded" on a T-Bones ride once for wearing unmatched jerseys.

It's just a different kind of bicycle experience. I like my single, but I do love going out on the tandem. We have to communicate, as the captain has to remember that the stoker can't see bumps or obstacles ahead. I have my own responsibilities as stoker, and if we do get into a tiff on the bike, that had better be worked out, as it's tough to sit staring at his back for very long. It ain't perfect! He still wants to ride inside the white line on four inches of pavement, and I crab about being more aggressive with the traffic. That may never change. But it's a great way to fly on the flats and down hills, pedal slowly up hills, and have a very different social experience on a bicycle built for two. Besides, when we're on the tandem, drivers are more polite. People wave and smile. When is the last time anyone waved or smiled at you on your single?

ROAD RASH

by Bernie Burton, MD

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If you ride a bike, you have probably gone down - at least several times. No matter how hard we try, if we ride enough, the ground will meet up with us eventually.

Unfortunately road rash frequently ends up as quite noticeable scars if the road rash is deep. Go to a race and look at the elbows, knees, forearms, legs and chins of the racers if you want to see a varied collection of scars.

The purpose of the article is to review the modern way to treat road rash, to minimize pain, control bleeding, and optimize healing, as well as what to avoid, how to reduce scarring if it occurs and how to detect it early if it should occur.

You have hit the ground - let's assume you were not knocked unconscious; all of your body parts move well, there are no obvious breaks, and you are not spurting blood. With no visit to the ER imminent, what do you do now? That depends on what you have with you for first aid. Dr. Arnie Baker, in his book *Bicycling Medicine*, has recommended first aid kits for your car and a more sophisticated kit for a group or medical personnel. With the limited amount of space and weight allowed, I would recommend that the one thing you should carry is what you should have with you anyway to prevent saddle sores - Vaseline petroleum jelly - the first aid kit in a jar.

Want to go all out? Add several non-stick Telfa pads and a flattened soft, adherent Coban elastic bandage, or cheaper variant. When you crash, cover your wounds, and go home to give your wounds the care they need.

The primary goal of wound care is getting the wound clean. The primary deterrent to cleanliness is pain. To prevent pain get a tube of ELA-max from your local pharmacy. This recently available topical over-the-counter Xylocaine preparation should be rubbed into the wound gently for fifteen minutes. Almost

total pain control should be achieved. Scrub the wound aggressively with sterile gauze, sterile saline and Hibiclens(r). Stop when the wound is red, raw and totally clean.

To stop oozing use pressure with sterile saline. If oozing stubbornly persists, use gauze and hydrogen peroxide (3%) which should almost totally stop bleeding and oozing within five to ten minutes. Hydrogen peroxide works because it is a gentle cauterizing agent. However, its use is now usually avoided for routine wound care because it is adding more damage, via cautery, to your wound. Use it only for stubborn bleeding.

Cover the wound with Vaseline petroleum jelly. A number of studies have shown that allergic contact dermatitis from topical antibiotics (especially neomycin containing products, e.g. Neosporin, family antibiotic cream or ointment, triple antibiotic ointment or cream) is so common that you are much better off using Vaseline petroleum jelly (and

not Vaseline petroleum cream). Cover the Vaseline with sterile Telfa pads. Use a Coban bandage, or coban-equivalent, to hold the Telfa in place.

In addition to the previously mentioned substances containing neomycin, the use of Benzocaine or Solarcaine and topical Benadryl should be avoided in all wound care efforts. These substances can frequently cause allergic contact sensitization and severely exacerbate any wound and increase greatly the chance of scarring.

Synthetic semi-occlusive wound covers such as Vigilant, Spenco Second Skin and others like Tegaderm may be used instead of the above. You can let them stay on unchanged for up to three days, but they are expensive and the rate of infection can slightly increase. Change your dressings once or twice daily for Vaseline and Telfa and every two to three days for synthetic dressings.

Road Rash - Continued on page 8

How To Make Silicone Gel Sheeting

Ingredients:

1. GE silicone window caulk
2. Teflon cookie pan

Instructions: Cover cookie pan with silicone gel to an even depth of 2-4 millimeters. Let dry. Cut into pieces large enough to cover wounds. Cover wounds after daily bathing. Remember to only use silicone gel sheeting on totally healed wounds. The chance of infection is high if you start it too soon. Remove before your next bath.

Dr. Dan Siegel's recipe for silicon gel sheeting: Put a marble sized dollop of Silicone window caulk into the center of a plastic baggy. Gently press down spreading the caulk out, but do not let it get to the edge of the baggy. Trim the edges, let it sit and dry for a day or two and then remove the plastic from the top and bottom and allow to dry further. If you make them in advance, or start just after your accident, you should be ready to use them when your wounds have healed.

How To Get It Cheap

Sterile Saline:

Sterile saline available in large bottles is usually considered not sterile after one use. It can also be very expensive. Go to Target store's contact lens supply department and get a one pint bottle of Target multi-use Sterile Saline spray Eyewash for \$1.00 to \$1.49.

Moore Medical Supply (www.MooreMedical.com):

Moore Medical is a medical supply company that offers individual personal accounts. A group of individuals or a bike club could easily order the amounts required from Moore Medical to make it worthwhile to assemble several kits at a reasonable price. Purchasing Moore brand products rather than the name brand

products will typically save you 25-50%. I recommend that you consider Moore Non-Adherent pads (NA, item number 10776) rather than Telfa, and Moore Medi-Rip(r) self adherent bandages rather than COBAN. This bandage easily rips rather than requiring scissors to tear it. Its item number is 17453. Moore gauze pads, item number 08251, are significantly less expensive than the name brand products. In addition, Tegaderm(r) transparent dressing and Spenco Second Skin dressings are available at a reasonable price from Moore Medical. Although I would normally recommend buying at home, finding these products at a regular drug store or medical supply store can be very difficult for non-medical personnel - like finding a nice lugged steel sports-touring frame in all sizes at your local bike store.

Cleanse the wounds with soap and water (use sterile saline if you don't trust your local water supply's chlorination program) before applying the dressing. The goal is to eliminate any chance of scab formation. A scab allows the wound to heal in the reverse image of the scab. The preceding technique will ensure that your wound will totally heal in from the bottom. When the wound is totally filled in and no raw skin remains you can stop dressing changes.

A sudden increase in redness developing at the pink wound site indicates the formation of a thick, elevated scar, also known as

a keloid or hypertrophic scar. This probably will occur soon after the wound is totally healed. To prevent scarring, daily massage (five to ten minutes three times daily) with lotion or Vaseline is recommended beginning immediately after total wound closure.

Better yet, use a silicone gel sheeting held in contact with hypoallergenic waterproof first aid tape (hospital name Blenderm) for four to eight weeks. Curad silicone gel Band-Aids, which have just become available, can simplify this treatment for small wounds.

If you have large areas of road rash, make your own silicone gel sheeting (see the sidebar). The purpose of this article has

been to minimize the pain, misery and scarring of road rash. Your scars may not be near as impressive to future generations, but that should be greatly preferable to the discomfort of kneeling on your scars in future years or the inability to rest your elbows on a table because of the hardness or discomfort of the scars on your elbows. Perhaps taking a photograph of your bright, fresh wounds will be more impressive in the future than the painful scars that might result from them.

PS Wear wool - its abrasion resistance is significantly effective in decreasing road rash. abrasion.

Babz Bike Bits

by Barbara Clough

I built a bicycle this weekend. I'd been planning on building this bike for over a year, but life seemed to keep getting in the way of my plans. Six months ago I had taken a wheel building class at Broadway Bike and built a beautiful sturdy but sexy wheel with a flip-flop hub. I had lovingly tightened every spoke, trued the wheel for what seemed like hours with the help of a patient teacher, and then took it home and hung it on my wall until such time as I could build the rest of the bike.

In December, my family had come for Christmas and my nephew stayed on a few days extra with me. When he had been a boy, I knew what to do with him. We would go to the Science Museum or take a Duck Tour in nice weather, but now he was a 15 year old young man and I was somewhat at a loss. Teenage boys are aliens as far as I'm concerned, so after much thinking, I decided I'd use his muscles to help me strip down my Raleigh. This bike had served me well - I'd been commuting around Boston on it for four or five years, had been hit by a car, taken it on the ALA Autumn Escape to Cape Cod. I'd done only the minimal amount of maintenance in all that time, but now my lovely silver and blue steel frame was about to get a new lease on life. We spent a snowy, cold afternoon in the middle of my kitchen, tearing this twenty-year-old bike down to bare frame.

Spring finally arrived, and with it, spring weather. The weatherman had once again predicted a rainy, cold weekend, and I took it as a sign that now was the time to build a bicycle. I loaded my old Raleigh with its dirt-encrusted chain still attached (I couldn't get the thing off) and drove to the bike shop.

When I walked in, they greeted me like I'd just been there two weeks ago instead of six months ago.

"Put your bike up on that stand over there," Suzanne said. And so it began.

I've never considered myself particularly mechanically inclined. Over the years, I had learned how to do basic bike and car repair out of necessity. I could change a tire (on two or four-wheeled vehicles), restring brake cables in a pinch, center my brakes so they wouldn't rub. I'd even once changed the master cylinder in a 1984 Pacer (my first car). Granted, it had taken my dad and me the better part of a hot, Florida afternoon, but we did it.

I'd never built a bike though, and wasn't even sure where to start. However, I could follow directions, knew how to hold a wrench, and wasn't afraid of asking for help and making mistakes. Good thing. I made a lot. Even simple decisions like choosing which components to put on the bike were not as easy as they sounded. I wanted durability because this was going to be my main commuting bike over rough roads in Boston, but I also wanted fairly light components, and of course, I wanted a pretty bike. The bike needed to be rideable in four seasons, so I wanted to put on the fattest, toughest tires I could. I also wanted components that I could get replacement parts for, if the necessity arose. This bike was going to get hard riding in all sorts of weather, but I didn't want a bike that weighed a ton and looked like a tank.

I bought an inexpensive manufactured front wheel, because I knew I wanted to build another wheel at the next wheelbuilding class, so this one would suffice for now. I decided to keep my drop handlebars for the time being. I didn't relish the thought of upright handlebars while pounding into a nor'easter. Everything else was up for

grabs though from brake pads to toe clips. I worked steadily through the afternoon with help from whoever had the time and inclination. No one laughed when I asked what must have seemed like really simple questions like which side of the handlebar has the rear brake. (When I'm riding my bike, I don't think about it, but when I'm building it - whole different story.) I learned really simple things, like Righty-Tighty, Left-Lucy. Sort of like, Red Right Returning when you're trying to decide where you should be in the channel on a sailboat. I had to think about the simplest things, like what type of brake pads to use. The brakes came with nice new black pads, but the consensus among the collective was that they got hard really fast, and if I was going to ride all winter, I'd want better pads.

Since it was a single-gear bike, I didn't have to worry about a derailleur but I did need to consider what gear ratio I wanted. Someone suggested I take a spin on a Raleigh that was up for sale and just check out the gear ratio and see if it was too hard, too easy, or just right. Just like Goldilocks and the porridge. I ended up putting a 42 on front and 17 on back and so far it's been pretty comfortable. I figure changing the gears as I get stronger won't be a big deal.

I knew I was reaching the end when I started debating whether to have a silver water bottle bracket or a black one. And just how many types of handlebar tape are available? After riding it around the neighborhood for a little while, Suzanne double checked that everything was as it should be, and I took my bike home, ready to take it on its maiden voyage to work the next day.

Next month, the perils of learning to ride a fixed gear or "How to look like a novice cyclist." For comments, commiseration, or complaints, I can be reached at babz2000@yahoo.com.

A Mountain Stage -

Continued from page 1

glanced at my odometer or altimeter.

The descent was typically steep and scary, and we stopped several times to take photos, pick up pastries, and cool our rims from the heavy braking. My maximum speed was 42 mph, and I am totally baffled by the reported speeds of 60-70 mph that the pros achieve on these rough and twisting downhills.

By 11 we were drafting up the busy N6 highway in the gentle Arc River Valley at 17 mph, and the day was heating up. My legs were already feeling the strain after only one climb and 42 miles, and I was not taking my fair share of pulls at the front. A young man caught up with us and enjoyed our draft for several miles. Connie, our fluent French speaker, learned that he had left Bourg-d'Oisans two hours after we did; but

he seemed too serious to stop for photos or pastries. Just then his team van came alongside to give him new water bottles and food.

By 11:30 we were into our second climb - the hot 4,000-foot climb in 8 miles up to the Col du Telegraphe. I was pretty well cooked by the time we reached the top and stopped for food. I wasn't feeling hungry, but knew I had to eat. The pros do this climb in about 40 minutes; I took over 100 minutes. Once again, I understand they are stronger and faster than I am, but it's hard to understand how they are climbing 2.5 times faster. I wonder if they enjoy the spectacular views as much as I do.

After a short rest, we scream down to Valloire and start the final climb of the day--another 4,000 feet in 12 miles up to the Col du Galibier. The good news is that it's cooler at this elevation, even in mid-afternoon. The bad news is that I'm very tired. It's also possible that the elevation of 5-9,000 feet is affecting me, but I'm not specifically aware of any shortness of breath. But we've been on the road 8 hours, and I am tired. Did I mention that already?

We're now above treeline again, and the scenery is spectacular. Serious cyclists are passing in both directions; this route is very popular. On the first climb I never looked at my altimeter; I prefer to just enjoy the ride.



On the second climb I sneaked a look every once in a while and congratulated myself for every 100 meters (300 feet).

After an hour of climbing, I think I can see the col up another few switchbacks; but my altimeter says we've climbed less than half of the 4,000 feet. And my odometer suggests we have another 4 miles to go. I'm hoping my altimeter and odometer are broken, but they're not. As I crest what I had hoped was the col, I see another valley appear with another dozen switchbacks. Maybe that's the col I can see now. I stop to rest and eat. I'm now counting pedal strokes, watching the altimeter more than the scenery, and congratulating myself on every 50 meters. How much gorgeous mountain scenery can I stomach?

After almost another hour I crest what I had again hoped was the col, knowing already that my altimeter was telling the truth; and sure enough, there's a new valley, another dozen switchbacks, and what my altimeter/odometer/brain/heart finally all agree is surely the col at last. I stop again to rest and eat, and then push on. I am more than tired; I am exhausted. I know I can make it, but I don't know when. I alternate between sitting 50 pedal strokes in my granny gear and standing 50 strokes in a bigger gear. One way my butt hurts; the other way my knees hurt. After 100 strokes

like this, I check my altimeter and pray for another 10 meters. Damn the scenery. Many of my riding friends must be laughing as they read this.

Soon after 4 PM we are at the top of the famous Col du Galibier. It's a sharp barren pass with only a tiny parking lot. We take photos, eat more, and remind ourselves to be extra careful as we scream down the other side with bodies so tired. We put on jackets to protect us from both the chill and the blazing sun and head 2,000 feet straight down to the Col du Lautaret, the fifth and final pass that requires no more climbing for us.

Then it's another 2,500 feet down in 25 miles to the end of our day. Since we're riding into a strong headwind, we fly down the first half with no brakes. The second half is less steep, and we draft each other with renewed energy to minimize the headwind. At 5'2" and 95 pounds, Connie creates only about a half draft; but it's infinitely better than no draft.

After 12 hours, 9.5 in the saddle, we finally return to our hotel for a quiet celebration. We were thrilled to complete this ride, the most spectacular and challenging one-day ride I have ever done. How the pros actually race up these three climbs is hard to understand, but they do it in about 5 hours and they do three mountain stages in a row in the Alps. I have certainly gained significant new insight and appreciation for how strong they are. I may also have gained some wisdom learning about my own limitations.

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Little Jack's Corner - by Jack Donohue



I was reading Bicycling the other day and they were talking about a new training technique they called Bonk Training. Now, from my very early days as a serious cyclist,

I have been taught that bonking was a Bad Thing. Bonking happens when you ride for a while without enough food/water. You basically run out of gas, and it's said to be very unpleasant. But now Bicycling is espousing doing this for some salubrious effects that I can't quite recall. Of course, their so-called bonk training involved riding maybe twenty miles before breakfast. I don't think that's enough to develop a serious bonk.

Maybe we should call it hunger training.

I've been doing bonk training for years, not necessarily on purpose. I've determined experimentally that it's possible for me to ride about sixty miles or so without any food. This happily coincides with the approximate distance to the first water stop on centuries and brevets. Of course, on last year's fall century I blew by the first water stop without seeing it, and I was feeling a bit peckish by the time I reached the second one.

My initial calibration of the 60 miles find food or die metric was a ride I did

down to the cape. I had spent the night at a youth hostel just before the Bourne bridge, and set out in the AM to complete the ride, finding breakfast along the way. Turns out that there aren't that many places to eat breakfast, at least on the roads I was on. So it was about the sixty mile mark when I finally found food.

Another good exercise in bonk training happened in Spain. I was on a business trip, and decided to take my bike and go for a one week tour after taking care of business. So I'd head out for the day hoping to find lunch when I got hungry. What I didn't realize is that they really do the siesta thing, and in the midday, all the shops close, and finding food was not an option. The best I could do was find a bar that was open and get a can of coke to keep me going (poor man's energy drink). I eventually smartened up and started buying some emergency bread and cheese to take along.

The other thing was that Spanish people like to eat fashionably late. So I'd roll into town around six looking for dinner and discover there was none to be had until around eight at the earliest. My most vivid recollection of that trip is being hungry most of the time (and that cobblestones do a real number on your headset).

On day rides, I usually prefer to start out sans food and find somewhere along

the way where I can find a decent sized turkey sub, optimally around the forty mile mark. This unfortunately doesn't match the feeding habits of most of my riding companions who prefer to carry bars made mostly out of sawdust or semi-solid tubes of a substance appetizingly named "goo," washed down with any of a number of vile looking fluids resembling antifreeze. Dining on the road usually consists of scarfing down said nutrients standing up in a gas station parking lot. When I do prevail and get my sub and bag of chips, and decide to enjoy my haute cuisine elegantly sitting on the curb in said parking lot, I get overcome with guilt that I'm wasting precious time that could better be spent in the saddle.

After numerous close brushes with Mr. Bonk, I decided I should always carry an emergency power bar. Mind you, I have never actually purchased a power bar, but there are many occasions where they give them out for free to encourage you to buy more. Not being one to pass up freebies, I've amassed quite a stash of these things, some of which date back to the 20th century, and they aren't getting any better. Problem is I forget to do this, and usually end up remembering the absent power bar when I'm already in dire need of one. Can't teach an old dog new tricks, I guess.

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August Mileage Totals 1 5 4 4 3 6

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Melinda Lyon	10485	6	6	6	Michael Byrne	2372	6	3	-	Jim Broughton	635	-	-	-
Tod Rodger	6936	7	5	4	Nick Linsky	2311	3	1	-	Elisse Ghitelman	582	-	-	-
Mike Kerrigan	6843	6	6	4	Joseph Tavilla	2284	-	-	-	Phyllis Mays	510	-	-	-
Bruce Ingle	6842	7	6	4	John Goeller	1922	3	1	-	Jeff Luxenberg	481	-	-	-
Jack Donohue	6722	1	-	2	Ed Hoffer	1815	1	-	-	Rosalie Blum	426	-	-	-
Robin Schulman	6336	2	-	2	Bill Hanson	1801	1	-	-	Nancy Marchand	423	1	1	-
Steve Robins	6029	-	-	-	Lincoln Ross	1793	4	-	-	Jared Luxenberg	314	-	-	-
Don MacFarlane	5742	7	-	-	Gabor Demjen	1683	3	-	-	James Young	246	-	-	-
Paul Hardin	5397	6	3	-	Otto DeRuntz	1605	3	2	-	Tracy Ingle	115	-	-	-
Chris George	5278	3	1	-	John Springfield	1580	-	4	-	Howard Miller	107	-	-	-
Irving Kurki	5246	7	2	1	Dan Pratt	1553	4	-	-	Jacob Allen	75	-	-	-
Peter Brooks	4088	7	6	-	Cynthia Snow	1418	-	-	-					
Bruce Gelin	4010	5	1	-	David Patnaude	1302	2	-	-					
Cory Lovett	3732	-	-	-	Marc Webb	1258	1	-	-					
Dick Arsenaault	3343	2	1	-	Cynthia Zabin	1176	-	-	-					
David Wean	3339	3	-	-	Elaine Stansfield	1146	2	-	-					
Peter Knox	3077	3	3	1	Frank Connell	1015	2	1	-					
Joe Repole	3073	8	8	-	Rich Whalen	980	2	-	-					
Frank Aronson	2980	3	2	-	John Allen	940	1	-	-					
Butch Pemstein	2911	-	-	-	Lyn Rodger	846	1	-	-					
Lisa Weissmann	2887	6	3	-	George Caplan	844	-	-	-					
Doug Cohen	2774	3	1	-	John Kane	844	-	-	-					
Bob Sawyer	2730	-	-	-	John Loring	711	1	-	-					
Bill Widnall	2570	5	7	-	Mike Hanauer	695	-	-	-					
Gary Smiley	2566	2	-	-	Greg Tutunjian	692	-	-	-					

Mileage Table Explained

Miles are year-to-date totals. The M column indicates the number of months the rider reported completing a metric century. The C column shows the number of months with a hundred mile century, and the K column is the number of months with 1000 or more miles.

Report mileage by the fifth of each month to: Jamie King (jamie_e_king@charter.net or 978-448-0533).



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- Pro Cycles**
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- 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
1 Gleason Road
Bedford, MA 01730

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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:

- 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;
- 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;
- herby 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.

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

PAPER via Postal Service ELECTRONIC via email

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

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 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 _____



Renewal or Change of Address?

Don't miss a single issue of WheelPeople! Send your renewal or change of address to our Membership Coordinator:
Linda Nelson, 65 Hillside Ave, West Newton, MA 02465.