

Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXVIII, Number 10 • October, 2004

(This month's Safety Corner comes to you courtesy of guest writer Connie Farb, CRW Board Member and VP of Rides)



I've been riding in groups and pachelines for about seven years now. Several times over those years I've been right behind someone who has taken a fall. Somehow, I always managed to swerve around them and stay upright. I'd never fallen on my bike until last August. That time, I was all by myself. It was towards the end of a group ride and I had taken off first from a red light so the rest of the small group was behind me. I was going along when I saw a small but deep pothole to my left. I didn't feel under control enough to take my hand off and point, but the pothole looked nasty enough that I didn't want anyone not to notice it and I thought it was important to point out. I took my left hand off to point, leaving all the weight on my right hand. The wheel immediately turned sharply right and down I went. I came close to breaking my collarbone, but was lucky enough to wind up with only some road rash and feeling pretty dumb.

When I'm out on CRW rides, I see a lot of pointing and swerving and hear lots of yelling. It's a good idea to point out road hazards to your fellow riders (this has been mentioned in previous Safety Corner articles).

But don't risk injury to yourself and others trying to be safe! It is better to ride through some things (small, shallow potholes or dry manhole covers, for example) then to swerve around them at the last minute. On a recent Sunday ride a rider went down while trying to swerve around a small pothole that he would have been better off riding through. He suffered some pretty ugly road rash as a result. Keep in mind that when riding in a pacheline, one of the most important things is to ride steady and predictably. The leader of the pacheline usually directs the group around most road hazards, so pointing and swerving are not generally needed.

And while it is a good idea to alert other riders to road hazards, use your judgment as to what warrants a warning. You don't have to point out every pebble or bump in the road, nor things that are two feet off to the side if you're riding in a straight pacheline. Taking your hand off the handlebars to point can be dangerous, especially at high speed. Even yelling "hole" can be overdone. If you yell out every time there's a bump or hole on the roads around here, you're going to spend the whole ride yelling! After a while, it loses its effectiveness too, so pick your hazards and yell judiciously. And have fun!

Annual Banquet and Awards Presentation

The annual CRW banquet will be held on Thurs. November 4 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 Fri. October 29 to Don Blake, One Gleason Road, Bedford, MA 01730. Late reservations may be emailed (dgblake@rcn.com) or telephoned (781-275-7878) to Don with payment at the door of \$20.00 per person.

Legislation for a More Bicycle Friendly Massachusetts

by Ted Hamann, CRW Government Relations

This summer the Massachusetts legislature significantly advanced the cause of bicycling, thanks in large part to effective lobbying by the legislative bicycle/pedestrian/rail-trail caucus in the State House and MassBike. Two bills, the fiscal 2005 state budget and

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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	
Andy Brand	2006.....	617-247-9770
Connie Farb	2005.....	617-497-0641
Rita Long	2004.....	781-899-9177
Eric Evans	2005.....	617-527-0517
Barry Nelson.....	2006.....	617-964-5727
Tod Rodger.....	2005.....	978-456-8654
Paul Schimek.....	2006.....	617-983-9111
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Bill Widnall.....	2004.....	781-862-2846

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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.....	Coleman Rogers.....	617-969-3403
Wednesday Wheelers.....	Dick Arsenault.....	781-272-1771
Wednesday Ice Cream Ride.....	Al Bolea.....	617-484-0851
	Justin Haber.....	617-965-3904
Thursday Fitness Rides.....	Rich Taylor.....	978-287-4921
Friday Rides.....	Ed Glick.....	978-250-1883
	Daniel Rabinkin.....	781-275-2391
Saturday Fitness Rides.....	Dave McElwaine.....	781-821-8643
	Chris Randles.....	617-969-2545
Sunday Fitness Rides.....	Andy Brand.....	617-247-9770
	Bob Dyson.....	508-668-8122
Urban Rides.....	Charles Hansen.....	617-734-0720

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Editorial Policy



We welcome contributions to this newsletter, but reserve the right to edit articles in any way that we deem appropriate.

We will make every effort to preserve both the style and intent of the author, but we may rewrite an article to fit available space, to clarify ambiguities in the text, and to correct factual errors.

Articles and other materials which appear in WheelPeople, unless specifically identified as editorial policy, represent the opinion of the author, and do not represent the opinions of the editors, coordinators, officers, or board of directors of The Charles River Wheelmen, Inc.



How To Send Us Your Article

Articles and letters must be received by the 5th of the month to be included in the next issue of WheelPeople.

Send copy electronically to editor@crw.org. Your document should be plain ASCII text, formatting will not be preserved. If the article can't be emailed, send a typewritten or handwritten version to:

Jack Donohue
26 Fox Run Road
Bedford, MA 01730

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

Insurance

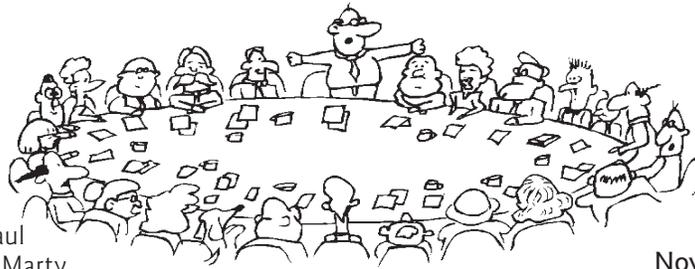
If ride leaders or others have questions about insurance, contact Don Blake at (781) 275-7878. Please do not contact the insurance company.

Advertising Rates

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

CRW Board Meeting Minutes

September 7, 2004



In Attendance:

Board Members (8): Bill Widnall, Andy Brand, Connie Farb, Barry Nelson, Cindy Sragg, Rita Long, Paul Schimek and Eric Evans; Others: Marty Weinstock, Don Blake, Linda Nelson and Janet Tortora

Minutes (Janet Tortora)

Minutes from the August 3, 2004 meeting were approved.

President's Report (Bill Widnall)

Extended Trips Committee

Bill Widnall, President, has appointed Eric Evans, Connie Farb, Susan Grieb, and Tod Rodger to the Extended Trips Committee.

Century Committee

Melinda Lyon will no longer chair the Century Committee. Susan Grieb will assume the leadership position at the conclusion of the Fall Century.

Advocacy Grants

Tod Rodger wants to step down as the Chairman of the Advocacy Grant Committee. Paul Schimek will assume the role.

Finance Committee (Eric Evans and Don Blake)

Eric Evans, Vice President of Finance, reported that *Itemized Categories Report* on the Spring Century showed a positive balance of \$1239.37 as of 9/7/2004. The *Itemized Categories Report* on the Climb to the Clouds showed a positive balance of \$2,586.30 as of 9/7/2004. He stated that the two events were very successful. He presented the CRW Income Statement for the year to date.

Rides Committee (Connie Farb)

Connie Farb, Vice President of Rides, reported that Michael Aarons is the new Saturday Ride Coordinator.

There are still holes in the rides calendar in the fall.

Membership (Linda Nelson)

Linda Nelson report the membership numbers for August 2004:

Current memberships: 1024

Current members: 1221

Expired members: 30

New members: 44

Renewed members: 36

Extended Trips Committee – Eric Evans

Eric Evans presented the charge to the Committee on Extended Trips.

- Review and affirm the reasons for CRW offering extended trips
- Encourage and mentor potential new ride leaders
- Support our existing ride leaders
- Review current CRW policies and best practices with respect to extended trips
- Review current insurance policies and make sure that coverage is adequate and clear
- Obtain and review policies and input of other organizations with similar goals
- Comply with all laws for non-profit organizations
- Provide appropriate financial disclosure for participants, and for CRW Board oversight
- Balance the needs of leaders, co-leaders, participants, and CRW

The Board voted unanimously to accept the charge to the Extended Trips Committee.

Volunteer Awards – Andy Brand

Andy Brand reports that there have not been many volunteer award nominations. He expects more of a response with the publication of this month's *Wheel People*. Nominations will be presented at the next Board Meeting.

Advocacy Grants – Paul Schimek/Tod Rodger

Paul Schimek stated that Tod Rodger has asked him to chair the Advocacy Grant Committee. Paul Schimek disclosed that he is very involved in MassBike, but he will assume the role with that understanding. Bill Widnall asked Paul to gather several grant ideas from MassBike Executive Director Dorie Clark, and present those ideas at the next Board meeting. Paul will also present a status report on the past advocacy grants that MassBike has received from CRW.

Holiday Party – Rita Long

Rita Long had nothing new to report.

November Awards Banquet – Marty Weinstock

The November Awards Banquet will be held on Thursday, November 4 at the Yangtze River Restaurant. The deadline for reservations is October 29th; after that date there will be a \$5 late fee.

New Business

East Coast Greenway Alliance

Ethan Davis from the East Coast Greenway Alliance contacted Bill Widnall looking for some support at several rest stops on their ride from Maine to Florida. Ethan Davis was advised to send an email to the CRW mailing list with his request.

The next Board Meeting will be held on October 6, at 7:30PM at the United Church of Christ, Lexington.

Respectfully submitted,
Janet Tortora
Secretary

THE CYCLING CHIROPRACTOR Dr. Jeffrey Schlafler

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Recurring Rides Calendar

These rides are held every week unless indicated

Wednesday Wheelers

Times: Varies, usually 10:00 AM

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

Routes: Distances are typically between 30 and 40 miles.

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

Start: Location Varies.

Directions: The ride coordinator sends ride announcements and ride reports by weekly e-mail. For more information, including the next ride start location, call or e-mail the ride coordinator Dick Arsenault [arsenault@rcn.com] 781-272-1771 day or early evening.

Friday TGIF Unwinder

Times: 6:00 PM Last official ride October 8th

Description: A club ride that provides something for all tastes. There is usually a fast group riding pacerline while others tour at their own speed. The ride winds through the back roads of Concord, Carlisle, Acton and Chelmsford and is conducive to both the fitness rider and those out to enjoy the scenery. It is a great way to end the work week and there is always an eclectic group going out for dinner after the ride. Ice cream is optional.

Routes: 18, 22 and 27 mile rides. Fully arrowed, cue sheet and map.

Leaders: Ed Glick [edward.glick2@verizon.net] (978-250-1883) Daniel Rabinkin [rabinkin@ll.mit.edu] (781-275-2391)

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

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

Saturday Morning Fitness Ride at Nahanton Park**

Times: 8:30 for 42 miles or longer; 8:40 for 28 miles or shorter. This ride runs all year 'round.

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

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

Leaders: Dave McElwaine [McElwaineD@aol.com] (781-821-8643) Chris Randles [crandles@comcast.net] (617-969-2545)

Start: Nahanton Park, Newton.

Directions: From Rt. 95/128 take exit 19B (Highland Ave.) toward Needham. Go left at the first light onto Hunting Rd. At the next light make another left onto Kendrick St.

The park is on your left immediately AFTER crossing the river. (There is another entrance to Nahanton Park on Winchester St. Don't go there!)

Sunday Morning Fitness Ride - South Shore Coastal Loop**

Times: 7:00AM, 7:15AM starting October 17. Last ride October 31.

Description: This ride combines shady, quiet roads with beautiful vistas along some of the most scenic coastline on the South Shore. You'll find that the effort to get up early enough to leave promptly at 7 will be paid back by having a great ride with little traffic, and you'll be home in time to cook omelettes for Sunday brunch! The SSCL will take place every week, weather permitting. The 37-mile loop includes Rockland, Hingham, Norwell, Scituate, and Cohasset with a coffee stop in Scituate Harbor. The 50-mile ride adds a loop to Pemberton Point in Hull, with its magnificent views of Boston Harbor from under the windmill, where we regroup! An ideal ride for fast to moderate riders with pacerline experience or a desire to learn.

Routes: Arrowed routes of 37 and 50 miles. Maps and cue sheets available.

Leaders: Andy Brand [abrand@alum.rpi.edu] (617-247-9770) and Bob Dyson [rdyson22@comcast.net] (508-668-8122)

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

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

** CRW's Fitness Rides Program is designed to assist intermediate and advanced riders to improve their skills and learn cooperative pacerline 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. You should also carry an ID card, health insurance card, and emergency contact information.

Cape Cod Ride

Saturday - October 2

Times and Routes: 10:00 am for 34, 43, 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 34 miles you have the option of continuing to Woods Hole and along Vineyard Sound for 61 miles, or cutting inland to shorten the ride to 43 miles.

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

Directions: Via Bourne Bridge: Once over the bridge, continue around the circle to Rte 28 south. Go 7 miles to Rte 151 east (right off the exit ramp.) Go 5.5 miles to Old Barnstable Road (at light), turn right and then take the first left into Mashpee High School, and next left ("deliveries" sign) into parking lot. Via Sagamore Bridge: Once over the bridge, take exit 2 (Rte 130 south, Cotuit, Mashpee) and after 7.2 miles turn right onto Great Neck Road. One mile further turn right onto Lowell Road. Lowell Road becomes Old Barnstable Road and after 1.9 miles crosses Rte 151 at a light. Turn left into Mashpee High School just after the light and take the next left ("deliveries" sign) into parking lot.

Northern Lighthouse Tour

Sunday - October 3

Times and Routes: 10:00 for 35 and 55 miles

Ride Type: Arrowed

Leaders: Andy Meyer and Renee LeVerrier

Highlights: The tourists are gone. Come and enjoy the scenic shoreline and rural roads of Historic Portsmouth, York, and Ogunquit.

We will ride along the ocean, past the Nubble lighthouse and through quiet back roads.

Start: Portsmouth Park & Ride - 15 miles north of the 495 & 95 intersection.

Directions: Take 95N to Exit 3, just past the NH toll booth. Turn right (yes, that means right; there are two park & rides at this exit) at the end of the ramp onto Rte 33. The Park and Ride will be about 1/2 mile on the left.

Clockwise Fitness Later in the Morning

Saturday - October 9

Time and routes: 9:40 for 19, 28, or 42 miles.

Ride Type: Cue sheet and Map

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

Highlights: This ride uses the same route as the famous Saturday morning ride that has a New England record consecutive streak starting with the April Fools snow storm of 1997. Except for the beginning of the ride, our route goes in a clockwise direction, so we may see some of the fitness riders going in the opposite direction. The gently rolling route goes through Needham, Dover, Sherborn, and Medfield. Social riders who prefer a slower pace have the opportunity to discover the fantastic route that has attracted more than ten thousand riders. Bring your own lunch since the route does not pass any stores.

Start: Parking lot at 95 Wells Avenue, Newton

Directions: Take the Highland St. exit off Rt. 128 toward Needham and Muzi Ford. Take a left at the first light onto Hunting Rd. At the next light take another left onto Kendrick St. Go past the traffic light at PTC. At the next light, take a right on Wells Avenue. The 95 Wells Avenue parking lot is on the right hand side.

A Fork or Two in Ashland

Sunday - October 10

Times and Routes: 9:00 for about 48; 10:00 for about 23 miles

Ride Type: Arrowed

Leaders: Wes and Linda DeNering (WDeNering@JHancock.com or 508-881-9117)

Highlights: This ride features a mix of quiet suburban and old country back roads. It is heavily wooded, and, if Mother Nature cooperates, the foliage will be at its peak. The ride goes through Ashland, Holliston, Hopkinton, and Sherborn. It is moderately hilly with one hard climb near the end of the long ride. Also, Wes and Linda will be hosting a post-ride party.

Start: Ledgemere Plaza, intersection of Eliot St and Rt. 126 in Ashland.

Directions: From Route 9 or Route 30, go south on 126 through Framingham about 4 miles. Turn right at light just before Shaw's plaza. Ledgemere Plaza is on the right.

We Cover the Waterfront

October 16 - 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.

Squanacook River Ride

Sunday - October 17

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, Pepperel @ 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.

Cranberry Cruiser

Saturday - October 23

Times and Routes: Long (approximately 55 miles) at 9:30; Short (27.2 miles, with optional .8 mile climb to top of Standish Monument for beautiful views of Duxbury Bay) at 10:00.

Ride Type: Arrowed, with cue sheet and map

Leaders: Ann Callanan (annscruffy@adelphia.net, 781-934-2484)

Highlights: Pleasant, winding, shaded back roads of Pembroke, Kingston, Plympton and Middleboro with pastoral views of horse farms, corn fields, cranberry bogs and ponds. The return trip offers beautiful ocean and bay views, as well as a trip through the historic district of Duxbury. There are a couple of small country stores to re-fill your water bottles, and one gas station with a rest room. (The short ride stays mainly in Duxbury, Pembroke and Kingston, but still offers quiet back roads and spectacular water views). Pizza or barbeque (to be determined) after the ride at Ann Callanan's home - 208 Chestnut St., Duxbury. Any questions, please call Ann at 781-934-2484.

Start: Duxbury High School, on St. George St. in Duxbury.

Directions: Route 3 South, to exit 11 (Duxbury/Pembroke exit). Go right at end of exit toward Duxbury. This is route 14. Follow approximately 4-5 miles to high school complex on left side of the street. (Be sure to

bear right just after the Police Station at the intersection of route 139 and route 14; and go straight through the traffic light at intersection of route 14 (now called St. George St.) and route 3A. High school is about 1-1/2 miles after this on the left. After ride directions to Ann's home: Take left out of H.S. parking lot. At flag pole (approx. 1/2 mile from h.s.), take right onto Washington St. Follow Washington St. to end, at stop sign and flag pole there is a 5-way intersection. Go straight across, bearing slightly right. This is Chestnut St. Follow approximately 2/3 mile to 208 Chestnut. Yellow bungalow house on left side of road. Park in semi-circle driveway, and if it's full I'll direct you to another spot down the street. Please do not park on neighbor's lawn.

Scenic Coastal loop

Sunday - October 24

Times and Routes: 9:30 for 50 miles; 9:45 for 38 miles.

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 50 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.

Apple Pi Ride

Sunday - October 30

Times and Routes: 9:30 for 50 and 10:00 for 35 miles.

Ride Type: Arrowed (upside down greek letter pi)

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

Highlights: The short ride goes through Concord, Acton, Littleton, Westford, and Carlisle. The long ride adds Stow and Harvard. The long ride passes an impressive array of apple orchards, while taking in a few hills.

Start: VA Hospital Parking lot, Springs Road, Bedford

Directions: From 128 Take Rt 4 north to Bedford Center. Turn right on Springs Rd. Follow signs for VA Hospital/Middlesex Community College. Meet at first parking lot on right.

Which Way to Wayside

Sunday - October 31

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).

Slim Pickings for November Rides

There are still a couple of months left to the regular (non-winter) rides season but the season may wind down a bit early this year if we don't get more volunteer leaders for November. Right now, none of the four Saturdays in November has a ride scheduled and one of the Sundays is ride-less too. If you'd like to get a few more rides in before real winter with its messy roads kicks in, please consider volunteering to lead a ride. CRW runs on volunteer effort. Without volunteers, there's no club! To sign up for a ride, contact Connie Farb at chfarb@yahoo.com.

Pedaling Across Pennsylvania

by Bruce Gelin

Do you like the occasional bicycle adventure with new friends in a new place? Then mark your calendars for next year's ride across Pennsylvania, the "Penn Central," operated by Pedal PA Inc. (www.pedalpa.com; PO Box 385, Harleysville, PA 19438). Having gone to college in Pittsburgh, and having grown up in Wilmington, Delaware, I had driven the old Pennsylvania Turnpike several times, and knew the state offered beautiful cycling country.

This was a fantastic tour, taking us through the mountains, farmlands, and small towns of a big, largely rural state. Each day had 50 to 75 miles of rolling hills, challenging climbs, and long, fast descents, all on good roads with very little traffic. You stay and dine at colleges, keeping the cost low. And if you haven't eaten at college dining halls for a couple of decades, you're in for a pleasant surprise. All meals were included - there was a dinner and a breakfast at each college, and lunches were brought to picnic sites or parks.

Those of us from the East drove to Easton, just across the Delaware River, and left our cars in a reserved lot. We put our bikes and baggage into the baggage truck that supported us for the week, and rode a comfortable charter bus across Pennsylvania to

the starting point at Greensburg, about 20 miles southeast of Pittsburgh. This year's July 11-17 ride ran from Greensburg back to Easton with overnights in Indiana, Altoona, State College, Selinsgrove, Hazelton, and Kutztown. Altogether there were about 60 cyclists, and PedalPA shepherded us along with four vans sweeping back and forth on each day's route.

Pennsylvania's hills aren't to be taken lightly. Today, we may think of the Alleghenies as a range of low ridges, but it was a formidable barrier to westward expansion of the young United States. In 1852, the Pennsylvania Railroad opened the first continuous rail route through the heart of the state, a great engineering achievement. We stopped at Horseshoe Curve just west of Altoona and watched huge freights roaring up and down. To our current-day eyes, Horseshoe Curve looks like a modest cut-and-fill job - but it was a massive task in 1850, with lots of shovels, mules, and back-breaking labor.

Back to those hills - there were serious climbs every day. They resemble those of Western Massachusetts and Vermont, but the territory seemed wilder and more remote. Some short sections were very steep, while the longer climbs, over Tuscarora and

Hawk Mountains, involved stretches of 14% grades. You're advised to use a bike with a triple chainring setup, but I wanted to take my newer bike and see if I could do the tour with 39 x 25 as my lowest gear. I managed all but the upper part of Hawk Mountain, where I had to walk for a few hundred feet. But nobody passed me while I was walking!

The weather didn't cooperate. We had rain every day except the last, when the sun and blue sky made a joy out of the relatively shorter final stage from Kutztown to Easton. At 43 miles, that day had only two major climbs, neither one as hard as what we encountered on the other days. Most of the week was cool and very humid, and the roads stayed wet practically the whole week, causing lots of bike cleaning, squeaks, and rattles. The trip mechanic was busy every morning and evening.

In addition to mechanical support, there were two professional massage therapists whose time could be booked. Happy groans could be heard each afternoon and evening as cyclists got tired legs and cramped necks repaired.

In short, this is a great bicycle adventure through marvelous cycling territory. Check out PedalPA and start your hill training today!

Legislation - Continued from page 1

the 2005 transportation bond bill, served as vehicles for a variety of measures which are now law.

Perhaps the most far-reaching measure is the requirement in the 2005 budget that the Registry of Motor Vehicles increase the safety of all legitimate users of the roadway system, including bicyclists, by revising "their policies, programs, curricula, testing materials and publications to ensure that education requirements encompass the safety of all roadway users . . ." Probably by 2006 everyone applying for a driver's license will alerted to the right of cyclists to travel on the roads.

The transportation bond bill is legislation authorizing the expenditure of state funds for roadway and other transportation related projects. "Authorization" does not mean that any given project is automatically funded, rather that they are permitted to be done as funds become available from a variety of

sources. Nevertheless, inclusion in the bond bill gives projects a green light to go forward as soon as funds are allocated.

The most important single item to pass is the "Safe Routes to School" program, in which \$5,000,000 is to be distributed to communities to construct a variety of facilities that encourage safer walking and bicycling to school, such as bike lanes, paths, sidewalks, etc. This particular program was lobbied long and hard by both MassBike and Walk Boston.

Funds were authorized for number of bike path or rails-to-trails projects, including \$500,000 in state and federal funds for completion of a bike path from Belmont to Alewife and Davis Square in Somerville, \$3,500,000 for the extension of the "Shining Sea Bike Path" from Falmouth to the Bourne line, and \$70,000 for the Malden to Everett section of the "Bike to the Sea" project extending from Malden to Lynn.

The bond bill included some provisions not requiring funding, such as exempting the

MBTA from liability for any contamination issues arising from the conversion of its railroad property to rail-trails, thus removing a serious road block from the process of building bike paths on MBTA owned land. Also authorized is the designation and signage of bicycle touring routes in the state, including at least two east-west and three north-south roadways deemed suitable for cycling by the Massachusetts Bicycle Advisory Board.

On a less happy note, the Bicyclists Bill of Rights and Responsibilities, described in the September 2003 issue of *Wheelpeople*, is, so far, languishing in the Ways & Means Committee. I hope some of you have communicated with the committee's chair, John Rogers, and your representative. Be as it may, the bicycle/pedestrian caucus and MassBike will continue to push vigorously for its passage. There is every reason to believe that most of its provisions will become law within our life time.

2004 Race Across AMerica

by Danny Chew

(Chew, a two-time RAAM winner ('96 and '99) and eight time RAAM finisher is a keen observer of RAAM and Contributing Editor of UltraCycling magazine)

Complete story and results at www.ultracycling.com/results/raam2004.html. Copyright 2004 UltraMarathon Cycling Association, Inc.

The 2004 Insight Race Across America had one of the largest starting fields ever: 93 riders. On Sunday morning, June 20, 19 solo men left San Diego, pedaling toward Atlantic City, 2,958 miles and 14 states away. The next afternoon the 2-person, 4-person and 8-person corporate relay teams started turning the cranks.

Only eight solo riders finished. My vote for the most inspiring rider of 2004



goes to last place solo finisher Randy Van Zee. Van Zee, 52, of Sheldon, IA finished on Friday, July 2, at 2:40 a.m. with a time of 11 days 16 hours 26 minutes. Riders have to finish in less than 12 days and 2 hours to be official, i.e., by noon, Friday, July 2. Randy had over nine hours to spare.

He had the classic solo RAAM finish - exhausted with failed neck muscles and terribly swollen feet and ankles; he had to be helped off his bicycle by crewmembers. Having an all rookie crew with just two minivans, he slept on cement at times. Waking up at 4 a.m. to ride before work every day in training finally paid off, though he said, "I never trained enough for RAAM."

When his neck gave out on him in New Mexico, he had to start wearing an Allen Larsen-inspired neck brace. His friends made it after they watched Larsen's RAAM videotape. Two ladies he works with brought him this device and adjusted it on him.

He crashed near Troy, OH, injured his groin and cracked his pelvis. Although he couldn't walk, he could still ride!

Randy's daughter Rachel lives in Germany and flew to Atlantic City to see her father finish. Her husband Chris (serving the USA in Iraq) learned by e-mail of Randy's finish. Standing very proudly on the Boardwalk at the finish, Randy said, "If you can do RAAM, you can do anything."

So how can a 52-year old, full time worker and grandfather finish RAAM while other much younger men training full time have to drop out? The difference has to be in attitude. Van Zee

had an iron-willed desire to make it to the finish line regardless of whatever obstacles were thrown into his way. When his neck muscles gave out in New Mexico, he could have thrown in the towel. When his feet and ankles became painfully swollen, he could have checked into some hospital and had a doctor tell him things will only get worse if he keeps riding, but he didn't.

I hereby create a new award called Chew's Most Tired Award given to the solo rider who finishes looking the most exhausted/beaten-up thus embodying the true spirit of RAAM. Few people got to see Randy finish in the wee hours of the morning (many officials, media people, riders, and crew had already left for home), but those who did will forever re-

member Van Zee's courageous/heroic finish. His neck muscles will heal and the swelling of his feet and ankles will go down, but his finish will never be forgotten. Randy became the 169th person (including unofficial finishers) to finish solo RAAM - a number far less than those people who have climbed to the top of Mt. Everest.

2003 Rookie-of-the-Year and second place Slovenian Juré Robic won the solo race in 8 days 9 hours 51 minutes. Robic led at 53 of the 54 time stations.

In addition to riding thousands of kilometers, for mental training prior to the race, once a month he stayed awake for 48 hours.

Over 11 hours later, ultra runner and rookie RAAM racer Mike Trevino finished second and won Rookie-of-the-Year honors. Three-time winner Wolfgang Fasching was a gracious loser accepting third place over five hours behind Trevino.

Two of the four 50+ solo riders finished (50%) and only six of the 15 under 50 riders finished, (40%) demonstrating that RAAM is more mental than physical.

With eight different categories, Team RAAM has grown from the very first 4-person HPV team in 1989 to making up the majority of RAAM entries with 18 teams this year.

Team Action Sports won the 4-man relay division in 5d 8h 17m beating Vail - Go Fast by over two hours. Action Sports just barely

He had the classic solo RAAM finish - exhausted with failed neck muscles and terribly swollen feet and ankles; he had to be helped off his bicycle by crewmembers.

(by seven minutes) established a new average speed record of 23.06 mph. They won \$25,000 made up of first place prize money and the bonus for breaking the record.

The Grand PAC Masters finished in 7:16:31 to establish a new 70+ four person team average speed record of 16.03 mph, crushing the old record of 14.4 mph. Of the three category records broken this year, this one cut off the most time: over 17 hours.

The winning 4-person women's team Vail B2B battled against the only 4-person mixed team Just Sweat - No Tears for the last two days. Just

Sweat - No Tears was the first to Atlantic City, finishing in 6:22:54. The Vail B2B Divas finished less than 30 minutes later!

In 8-person Corporate Challenge, Ride to Remember - Kaiser Permanente led Team Rim to Rim and Team Insight the entire race, but the battle for second place was hard fought. Somewhere in the middle of the first night, Insight passed Rim to move into second place before Blythe, CA. On the second day in Arizona, Rim to Rim passed Insight and led through the next four time stations. On the second night in eastern Arizona, Insight passed Rim to Rim again and never saw them again until Atlantic City. Ride to Remember beat Insight by over two hours, and Insight beat Rim to Rim by just 22 minutes.

In the 2-person team race, Coast to Coast Against Cancer outclassed the other two

2-man teams, and also beat five 4-person teams. They rode away from their competition breaking the old two-man average speed record by more than a full mile per hour. Similar to the 8-person race, the exciting race was for second place. Although Team TBW from Brazil started out fast (were ahead of seven teams early in the race), they faded

into one of the most spread apart finishes with the majority of starters dropping out despite one of the best weather RAAMs in history. Three average speed records were set, and for the first time, 2-person mixed teams finished. Team finishes far outnumbered soloists. While the solo women's race had no entrants this year, and hasn't had

a finisher since Cassie Lowe in 2001, a record 14 women raced on teams this year. With 18 teams representing eight categories, perhaps this was the year that team RAAM surpassed solo RAAM. It is always nice to see how much respect and admiration

team RAAMers have for soloists. George Thomas who has now finished six RAAMs in four different (4-men team, solo, tandem, and 2-person mixed team) categories, still considers his 1995 solo finish his crowning accomplishment.

Randy became the 169th person (including unofficial finishers) to finish solo RAAM—a number far less than those people who have climbed to the top of Mt. Everest.

to next to last place by Kansas. By the Mississippi River Team New England had passed them and built up nearly a two-hour lead. TBW fought back and passed New England for good in the West Virginia Mountains, arriving in Atlantic City just 90 minutes ahead of New England.

In the 2-person mixed race, VeloWear/Co-Motion (George Thomas and his fiancé Terri Gooch who both promote the Race Across Oregon) pulled away from No Limits at the start and increased their lead to over 17 hours by Atlantic City, also beating a 4-person women's team and two 2-men teams. VeloWear/Co-Motion became the first two-person mixed team to finish RAAM.

I had hoped for exciting, close races in most divisions, but except for the 4-men teams, I had to look farther back in the field to find them. What started out as a two man Robic/Trevino duel in the solo race turned

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WANTED: Bata Biker or similar old-fashioned, flat-bottom biking shoes. Men's size 10 would be ideal. Size 9-1/2 might work. Will consider other biking shoes. Contact George Caplan: g_caplan@yahoo.com, 781-283-3374.

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Little Jack's Corner

by Jack Donohue



There's a lot of new stuff for bikes these days. By stuff I'm not referring to gears, brakes, etc. Not that those haven't changed dramatically over the eons that I've been riding a bike, but basically, you get one more gear each year in your cluster but it's still more or less the same thing.

I'm talking about gadgets, value added stuff to improve you or your bike. Take GPS for example. I, if anyone, am in dire need of such a system. Mostly, I don't have a clue where I am, and have been known to get lost on my commute. There's even an urban legend that I once rode by my house (I'm not corroborating that, mind you). The problem with GPS for me is that it looks a bit complicated. Put me behind the keyboard of a computer and I can work magic, but any other kind of electrical device confounds me. The misadventures with the TV remote are enough to deter me from dabbling in the mysteries of GPS, unless it comes with a native guide.

There seem to be a bunch of new gadgets dedicated to measuring your performance in one way or another. I was talking with

someone who had what I guess can be described as a computer data system on his bike that cost more than my bike. The good one. In the old days, you could look at how fast you were going and your average speed. Bigger numbers are better. Now we have Watt meters, which measure your actual power output. Seems to me this correlates

There seem to be a bunch of new gadgets dedicated to measuring your performance in one way or another.

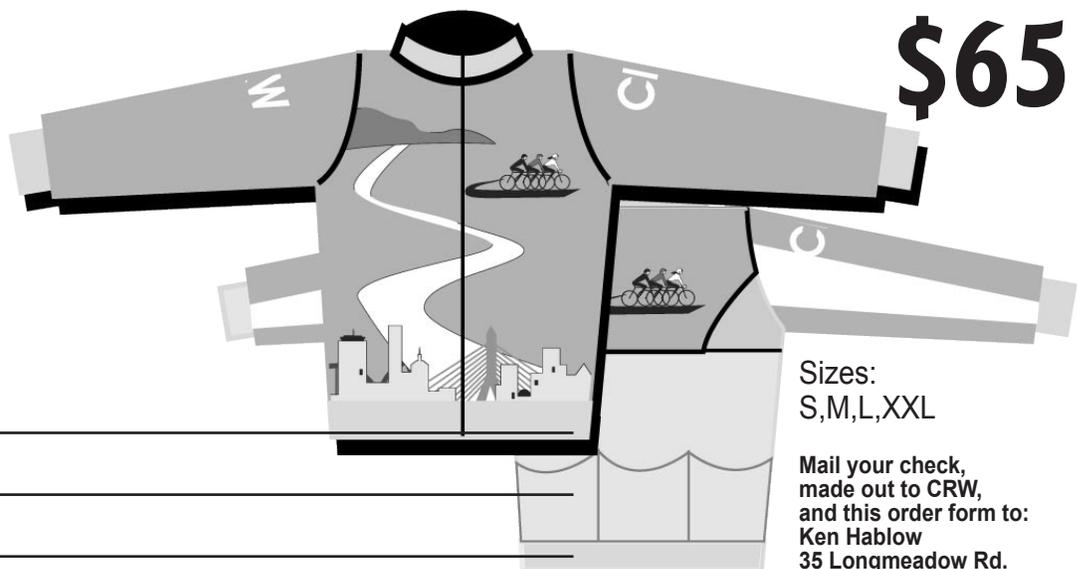
pretty well with average speed, but I guess it gives you another window on the same thing. Kind of like those bathroom scales that measure percent body fat in addition to weight. Now you have two independent assessments that you're a tubbo. Reminds me of the old joke about the lady who goes to the doctor, who tells her she has some disease, she says "I'd like a second opinion." He says, "and you're ugly."

I was reading one of the bike email lists, and someone was waxing eloquent about something called Bluetooth. Yes, I'm a

computer geek and I should know what that was, but I didn't. Anyway, the gist of it was that it was some sort of wireless communication device, and the author was postulating the day when his speed, cadence, and probably heart rate and percent body fat could be uploaded to the mother ship, and used for ... I guess you could burn a CD and stick it into your DVD player, fire up some popcorn, and you've got Saturday night covered.

I don't mean to suggest that it's not interesting to monitor your performance. When you're in your youth, this is an exciting prospect, as each year you get better. At my advanced age, I am no longer, like Miss Jean Brodie, "in my prime." At some point, all the technology in the world will only serve to document the fact that I am getting slower. So now I look for more optimistic metrics. Mileage for instance. I still do X miles, I just won't tell you how long it took. When all else fails, go metric -- 100K sounds a lot more impressive than 62 miles.

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August Mileage Totals

2 0 7 6 3 5

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Rick Gowen	9206	7	7	6	Nancy Marchand	3101	4	1	1	Henry Marcy	1137	2	-	-
Tod Rodger	7538	8	3	5	Don Mitchell	3081	5	1	-	Cynthia Zabin	1134	-	-	-
Robin Schulman	7301	5	2	3	Janet Totoro	3022	4	1	-	Sherry Lyons	1100	-	-	-
Jack Donohue	6740	-	-	2	Doug Cohen	3007	4	-	-	John Springfield	1095	1	3	-
Glen Reed	6525	6	4	2	Bob Sawyer	2991	1	-	-	James Breeling	985	1	1	-
Paul Hardin	6522	6	2	4	Joseph Tavilla	2838	2	-	-	Rich Whalen	982	-	1	-
Steve Robins	6274	-	-	-	John Campbell	2734	4	2	-	David Jost	954	2	-	-
Irving Kurki	6017	7	5	2	Ed Sullivan	2698	3	1	-	George Caplan	927	-	-	-
Don MacFarlane	6000	8	1	2	Gabor Demjen	2461	4	1	-	Jeff Luxenberg	842	-	-	-
Jim Krantz	5854	5	3	2	Walt Drag	2315	5	3	-	Susan Grieb	801	-	-	-
Bruce Ingle	5596	2	-	-	Bill Widnall	2259	2	3	-	Frank Connell	728	1	1	-
Chris George	5146	5	-	1	Otto DeRuntz	2171	3	3	-	Elliott Morra	699	1	-	-
Butch Pemstein	4712	-	-	-	Doug Hartley	2147	7	2	4	John Kane	490	-	-	-
Richard Dweck	4670	-	-	-	William Lane	2137	-	-	-	Jim Broughton	464	-	-	-
Cory Lovett	4627	2	1	-	Lisa Weissmann	2099	5	1	-	Tracy Ingle	344	-	-	-
Gerald Goode	4157	-	-	3	William O'Hara	2096	3	1	-					
Andrew Brand	4032	5	3	-	Cynthia Snow	1981	3	1	-					
Mike Kerrigan	4009	5	1	1	Jeff Holmes	1931	4	3	-					
Edward Boches	3903	5	1	-	Ed Hoffer	1729	-	-	-					
Peter Brooks	3635	7	5	-	Rich Biegun	1706	3	-	-					
David Wean	3561	3	-	-	Bill Hanson	1703	-	-	-					
Dick Arsenaull	3554	1	1	-	Marc Webb	1696	7	-	-					
Joe Repole	3552	8	8	-	Greg Tutunjian	1629	1	-	-					
Frank Aronson	3375	5	2	-	Lyn Rodger	1404	4	-	-					
Nick Linsky	3271	3	2	-	Elaine Stansfield	1369	2	-	-					
James Page	3257	4	2	1	Jim Goldman	1350	-	-	-					
Darrell Katz	3114	-	-	-	Steve Lyons	1150	-	-	-					

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) or on the web at <http://crw.org/mileage.htm>.



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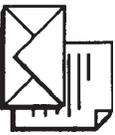
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CRW Membership Fees	1 year	2 years	3 years	Additional contributions to CRW (\$1, \$5, ...) are greatly appreciated!
Individual	\$20	\$38	\$55	
Household	\$25	\$48	\$70	

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:

- | | | |
|---|---|---|
| <input type="checkbox"/> Ride Leader | <input type="checkbox"/> Publicity | <input type="checkbox"/> Legislative Action |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Membership | <input type="checkbox"/> Newsletter |
| <input type="checkbox"/> Host a post-ride party | <input type="checkbox"/> Special Events | |
| <input type="checkbox"/> 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.