

Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXIX, Number 11 • November, 2005

Annual Banquet and Awards Presentation

The annual CRW banquet will be held on Thursday, November 10 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 Friday November 4 to Don Blake, One Gleason Road, Bedford, MA 01730. Late reservations may be emailed (dgbake@rcn.com) or telephoned (781-275-7878) to Don with payment at the door of \$20.00 per person.

Another Successful Century

by Ken Hablow

When the set-up and registration crew arrive at the Acton-Boxboro school complex at 6:30 in the morning in shorts, tee-shirts and sunglasses; we pretty much know we are in for a great day. When the parking lot starts to fill at 7:00 we know we are going to have a good turnout. And so the day began on Sunday, September 18.

Another Successful Century - Continued on page 10

On Signaling

by Paul Schimek

Signaling is often described as one of the most important things bicyclists must do—other than wearing a helmet, of course. “Always use hand signals when turning or stopping,” says a bike law pamphlet distributed by the Cambridge Police, just to give one example. Surprisingly, this is not always good advice. Neither is it a good summary of law.

There are four types of signaling that all bicyclists must know: pointing out hazards, slowing or stopping, moving across the road, and indicating intent to turn.

When riding in a group, point out road hazards that riders behind might not notice, or can't see because you are in the way. Point to, or call out, anything that could make a rider go down, including holes, bumps, parallel-slot drain grates, major debris, or deep sand in the path of travel.

Also give a warning if you are slowing or stopping unexpectedly in the road. You can put a hand out, palm back, to signal slowing, but hard braking requires both hands. In that case, call out “stopping” instead. When approaching a red signal, stop, or yield sign, it is generally not necessary to signal, since traffic behind can see the reason you are slowing or stopping. When you need to stop for another reason, it's best to pull completely off the road into a driveway or parking lane.



Bicyclists have an additional use for the slowing signal: to indicate to a following driver that it is not safe to pass.

For example, on a narrow two-lane rural road with a blind right curve, neither you nor a following motorist can see if there is oncoming traffic. Manage this situation by riding in the center of the right lane, so you are visible from as far back as safely possible, and making a slow signal with your left hand if a vehicle comes up behind you. When you can see that it is safe for the driver behind you to pass, you can merge back to the right and wave the driver by.

It's sometimes necessary to signal when you want to move across the road. Any time you need to get into position at an intersection, avoid an obstacle, or pass a car or bicycle, you must first look behind to make sure you will not get into anyone else's way. If you look back and see it's clear, you can (and should) go immediately. If it's not clear, often you can wait for a gap, then look again and go when it's clear. Much of the time you can make your moves across the road in this manner—without ever giving a hand signal.

But if you need to get into a line of traffic, you must negotiate your way in. This involves signaling your request to get in the way, and

Safety Corner - Continued on page 6

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

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



Editorial Policy



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

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

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



How To Send Us Your Article

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

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

Jack Donohue
26 Fox Run Road
Bedford, MA 01730

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

Insurance

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

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RIDE PROGRAM COORDINATORS

Vice President of Rides	Connie Farb	978-443-4993
Saturday Rides	OPEN	
Sunday Rides	Michael Aarons	508-651-9259
Winter Rides	Eric Ferioli	781-235-4762
Intro Rides	Jenny Craddock	617-332-4098
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Wednesday Fitness and Masters Ride	Coleman Rogers	617-969-3403
Wednesday Wheelers	Dick Arsenaault	781-272-1771
Wednesday Ice Cream Ride	Justin Haber	617-965-3904
Thursday Fitness Rides	Rich Taylor	978-287-4921
Friday Rides	Ed Glick	978-250-1883
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Saturday Fitness Rides	Chris Randles	617-969-2545
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Sunday Fitness Rides	Andy Brand	617-247-9770
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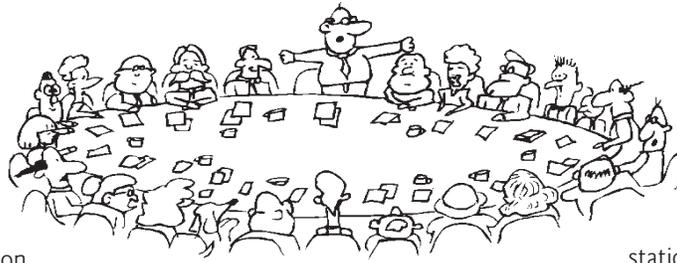
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Advertising Rates

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



In Attendance:

Board Members (7): Eric Evans, Andy Brand, Don Blake, Barry Nelson, Linda Nelson, Connie Farb, Janet Tortora, and Bill Widnall (ex officio) Others: Eric Olson, Bob Sawyer and Steve Kolek

Minutes (Janet Tortora)

Minutes from the September 6, 2005 meeting were approved.

Reports of Officers, Coordinators, and Standing Committees

President (Eric Evans)

CRW Annual Awards Banquet

The Annual Awards Banquet will be held on November 10, at the Yangtze River.

Rides Committee (Connie Farb)

Connie Farb reported that there is still a need for a Saturday Rides Coordinator. There will be a ride leader coordinators meeting.

Membership (Linda Nelson)

Linda Nelson report the membership numbers for September 2005: 1066 current memberships, 1281 current members, 41 expired members, 42 new members, 56 renewed members.

New Business

Meeting Start Time

Connie Farb suggested that the Board meetings begin at 7PM. The Board agreed to try out the earlier start time.

October 4, 2005

CRW Annual Grant Proposals

Bedford Friends of the Minuteman Commuter Bikeway (Bob Sawyer)

Bob Sawyer updated the Board on the progress of the extension to the Minuteman Bikeway. At this time Bedford Friends of the Minuteman Commuter Bikeway are not requesting funds, but the group would appreciate a letter from CRW supporting their efforts. The Board agreed to send the letter of support. Bob Sawyer will update the committee again when he has additional information to share.

MassBike (Bill Widnall)

Dorie Clark, Executive Director of MassBike, submitted two proposals to the Board: "2005 Grant Proposal, Option 1: Increased MBTA Bike Access"

The grant money would be used to launch a comprehensive education campaign surrounding the new bike racks that the MBTA recently agreed to put on buses. Additionally, MassBike

will continue to press the MBTA for a commitment to bike racks on buses system wide and to increase bike parking opportunities at transit stations.

"2005 Grant Proposal, Option 2: MassBike Bicycling Safety and Skills Courses" The grant money will be used to expand the bicycle safety and skills courses. The chief goal is to teach bicyclists the skills they need to ride safely, efficiently, and confidently in traffic.

The Board unanimously supported funding option 2: "MassBike Bicycling Safety and Skills Courses".

Volunteer Award nominations (Andy Brand)

Board Member, Andy Brand, presented the award nominations, which had been emailed, to him. Additional nominations were presented at the meeting. The Board voted on the nominees.

Volunteer ideas (Connie Farb)

Tabled until the next meeting of the Board.

The next Board Meeting will be held on November 1, at 7:00 PM, at the United Church of Christ, Lexington.

Respectfully submitted,
Janet Tortora
Secretary

Letters to the Editor

Interested in Helping Organize a Fundraising Ride for Prostate Cancer? Please contact Stan Klein at "Klein@rcn.com", or 617-625-4875 Stan is the cofounder of the Boston Prostate Cancer Walk, which in its 5 years has raised over \$750,000 for research, and is growing. Their web address is www.bostonpcwalk.org, a not for profit organization with over 90% of proceeds going to research.

Stan contacted the club to see if someone would be interested in helping him organize and/or participate in a bike ride next fall to raise funds for his organization. As a club we have not been involved in fundraising events, but maybe some of our members would like to help him out.

Please call me if you have any questions, 508-877-0178.

Ann-Marie Starck

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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.

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: Michael Aarons [Michael.Aarons@XOMETRIX.com] (508-651-9259) Chris Randles [jcrandles@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!)

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

WELCOME NEW MEMBERS

Michael Cramer	Worcester	Erin Paske	Boston	Dotty Martin	Waltham
Peter Liberman	Acton	Andrew Schroeder,		Anne Craig	Newton
Mark and		Deborah Munson	Dorchester	Russell Jackson	Newton Centre
Peggy Albrecht	Bedford	Meliessa Siemens	Charlestown	Irv Kooris	Newton Centre
Aliza Edwards	Concord	Jeffrey Rentz	Jamaica Plain	Michael Weston	Newtonville
Jeff Olsen	Natick	Harry Ohmstede	West Roxbury	Neil Johnson	Newton Highlands
Ann Marie Rakovic	Natick	Scott Levingston	Brighton	Robert Kaufmann	Auburndale
Judy Clawson,		David Anglin	Brighton	Katie O'Dair	Watertown
Daniel Clawson	Sudbury	Hattie Schroeder	Cambridge	Kristen Severson	Belmont
Joel Lieblein	Sudbury	Kenneth Han	Somerville	Oliver Holden,	
David Wolf	Wayland	John Di Rico	Everett	Elizabeth Holden	Wellesley
Helen Greitzer,		Lech Andruszkiewicz		William Fanning	Londonderry, NH
Edward Greitzer	Wayland	Marva Edwards	Brockton-East Side	Bob Fischer	Wilton, NH
William Sanford	Woburn	Douglas Ross	Duxbury		
Cynthia McLain	Chelmsford	Bradley Swallow	Brookline		
F. Paul Morrison	Methuen	Jim Winston	Brookline		
Howard Wack,		Marie-Eve Paquet,			
Ellen Wack	Topsfield	Daniel Côté	Brookline		
William Simms	Hingham	Heather Campbell,			
David Donelson	Boston	Eric Gasper	Waltham		
Alex Treves	Boston				



November 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.

Plymouth and the Pilgrims

Saturday - November 5

Times and Routes: 10:00 for a 35 mi 4 hr historic guided tour. Rain cancels. In case of doubt, call the ride leader between 7:00 and 8:00 AM.

Ride Type: Follow-the-leader, intermediate pace, frequent stops at points of interest. Map and cue sheet also available. Bring a snack to get you through the 4 hr ride and tour. Group lunch after ride.

Leaders: Bill Widnall (781-862-2846, BillWidnall@attglobal.net)

Highlights: Join me for an exploration of historic Plymouth visiting the sites and monuments associated with the original Plymouth colony of 1620, most of which are near the waterfront of downtown Plymouth. At the stops, I'll share with you some of the things I've learned about these places. Before doing the historic stops we will do some open road (no history) cycling to stretch out our legs, including through Miles Standish State Forest and past several large cranberry bogs in Carver. At the end of bike tour, at Plimoth Plantation, some may wish to stay for a sitdown hot lunch at the visitors center or to visit the gift shop and book store (no entrance fee for either) and/or visit the recreated village (entrance fee required).

Start: Plimoth Plantation overflow parking area

Directions: On Route 3 south, take Exit 4 onto Plimoth Plantation Highway. After 1.2 mi, exit to the right, then turn right onto River St. After 0.2 mi, turn right and then left into the overflow parking area (grass field).

Clockwise Fitness Later in the Morning

Sunday - November 6

Times and Routes: 09:40 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. Unlike the fitness ride, our route goes in a clockwise direction, so Saturday regulars will discover new sites. The gently rolling route goes through

Needham, Dover, Sherborn, and Medfield. Social riders who prefer a slower pace have the opportunity to experience 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.

Rosy Cheeks Ride

Saturday - November 12

Times: 10:00 for 30 or 45 miles

Ride Type: map and cue sheet, maybe arrows (check web site)

Leaders: Connie Farb (chfarb@yahoo.com, 978-443-4993) and Mark Sevier (m_sev@yahoo.com)

Description: The shopping malls are starting to get crowded so stay away from them and ride your bike instead! Get in some late season miles and burn some calories before putting them on again over the holidays. The short ride goes through quiet roads of Sudbury, Hudson, Stow, and Acton. The long ride adds Bolton, Harvard, Littleton.

Start: Fairbanks Community Center, Fairbank Rd & Rte. 27, Sudbury

Directions: From Rte. 128, take Route 20 West through Weston and Wayland to the light at the intersection with Rtes. 126/27. Turn right onto 126/27 and continue straight to stay on Rte. 27. Follow Rte. 27 about 3 miles into the town of Sudbury (traffic light). Continue straight on Hudson Road as Rte. 27 bears off to the right. Continue for another 1.5 miles and turn right onto Fairbank Rd. If you pass the large ball fields, you've gone too far.

Rosy Cheeks Ride and after-ride party

Sunday - November 13

Same ride and details as Saturday 11/12, with party at leaders' house afterward. Warm up after the ride with chili, homemade bread and cider.

Bagels and A Buffalo

Saturday - November 19

Times and Routes: 10:00AM for 51, 43 or 20 miles

Leaders: Melinda Lyon 978-887-5755 melindalyon@juno.com

Description: Flat to rolling loops through the North Shore. All rides pass through Boxford, Topsfield and Rowley. Medium ride adds Newbury and Newburyport. Long ride adds Plum Island. Lunch stop is in Topsfield at Topsfield Bagels for the short ride. Long and medium ride lunch stop is in Newburyport at Abraham's Bagels.

Start: Masconomet High School, Boxford, MA

Directions: 195 north to exit 51 "Endicott Rd, Topsfield, Middleton". Take right at end of exit ramp. High School is on right. Please drive past high school and park in large lot at the far end of the school.

No volunteer ride leader for this date

Sunday - November 20

If you'd like to lead a ride, contact anyone in the Rides Committee

No volunteer ride leader for this date

Saturday - November 26

Willet's Pond Wayfare

Sunday - November 27

Times: 10:30

Ride Type: Cue sheet

Leaders: Eric Ferioli (781-235-4762)

Start: Wellesley High School - Beaver St. entrance.

Directions: From Rt. 128 exit 21-22 Rt. 16 west toward Wellesley. Go through Wellesley Hills past clock tower on right. Turn left onto Forest St. at lights (green sign for Babson College on left and 'Rockland Street to Linden St.' sign on right). Turn right at Seaver St. (3rd right). Turn right at High School (across from Peck Ave). Narrow entrance - watch for cyclists and cars.

receiving a positive signal in response. Often merely looking back is a sufficient signal to communicate your intent. If not, point in the direction you want to go while looking back at the driver. If a motorist slows, waves, or flashes headlights, you know it's safe to go. If the first motorist is not cooperative, wait for the next.

The final type of signaling is to communicate your intended direction at intersections. The point of signaling is to notify other drivers *in advance* of your movement. Signaling while you are turning serves no purpose and makes it harder to control your bicycle. Signaling turns is mostly a courtesy: it lets others know that you will not get in the way, as when you are turning into a side street where another driver is waiting to pull out. The most important safety function of signaling left turns is to tell following traffic that it's safe to pass on your right, and not safe to pass on your left.

Make your left turn signal by pointing left. Make your right turn signal by pointing right. You don't need to look back, because you are already in the correct position to make the turn (right side of road for right turns, near the center of the road for left turns). But *don't use a hand signal* if you need your hands to control the bike, such as when you are approaching an intersection on a descent. You have a backup signal: because a bicycle is much narrower than a travel lane, your position on the road is a pretty good indication of your intent.

Hand signals are especially useful when navigating traffic circles. If you are not taking the first exit, merge left and signal left. This advises

following traffic that it's okay to pass on the right. Then when you pass the exit before the one you want, merge right and signal right. The signal will encourage entering drivers to yield to you (although they should be facing a yield sign).

Signaling turns advises other bicyclists in your group of the route ahead and is particularly important if you are not following arrows. The lead rider signals each turn well in advance and the following riders also signal to acknowledge the lead rider's signal. This two-way communication works best if the lead rider has a

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rear-view mirror in which to view the following riders' signals. Such signaling is also a welcome courtesy on arrowed rides. If you point the way on a club ride, though, make sure that you have identified the turn correctly, or you might become the subject of post-ride folklore!

If you ever need to make a hand signal when driving a car you can only do so with your left hand, so you use it even to make a right turn (by raising it and pointing the thumb to the right). On a bike, you can use your right hand to signal a right turn, and it's much more likely to be understood. Massachusetts permits bicyclists to signal a right turn with the right hand.

Which signaling is actually important for safe-

ty? Pointing out road hazards is probably the most important, since these are the number one cause of bicyclist injuries. When moving across the road, it's the looking and waiting that's most important. When turning, it's the correct intersection positioning that's most important. And in some cases unnecessarily using a hand signal can make you less safe by giving you less stability on the bike.

But doesn't the law require you to make a signal before every turn? Actually, in Massachusetts, a signal is only required "before stopping . . . or making any turning movement which would affect the operation of any other vehicle." If you look behind and see no one coming close, there is no need to signal because no other vehicle could be affected. (Rhode Island's law is similar.)

After automatic turn signals became standard on motor vehicles, many states, but not Massachusetts, added a requirement to make the turn signal *continuously* beginning 100 or 300 feet in advance of a turn. This rule clearly should not apply to bicyclists, who often need both hands to control their bicycle. Many states, including New Hampshire, specifically exempt bicyclists from the continuous signaling requirement.

Finally, avoid using other sorts of hand signals to indicate displeasure, no matter how poorly others may treat you. It's best not to escalate a traffic mistake into a confrontation. Instead, get a plate number and description of the vehicle and the driver, and report it to police.

Safety is about choices. What choices will you make?

Annual Holiday Party

Our Christmas season party will be held from 6 to 11 PM on Friday, December 9th at St. Paul's Episcopal Church, 100 Pine Hill Road, Bedford. From route 128 take the 4/225 exit west through Bedford Center. Where 62 and 4/225 split, turn right onto 4/225. At the next split just ahead, stay to the right on route 4. Pine Hill Road is about 3/4 mile ahead on the right. The church is near the top of the hill on the right.

The 2004 ride calendar will be available for ride leader sign-up and for planning purposes. Here's your chance to unmask yourself as successor to Julia Child! Bring food based on the starting letter in your last name from the following categories:

A-L: Appetizers & Salads

M-S: Main Courses

T-Z: Desserts

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

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

Volunteers are needed for basic tasks like buying food, helping with decorations and, of course, cleanup. To volunteer, contact Don Blake (781-275-7878, dgblake@rcn.com).

CRW Halloween Social Good Times Emporium

Saturday, October 29, 8:00 PM

Join us for a Halloween bash at the Good Times Emporium in Somerville. The \$10 cost includes pizza and limited pool table time. Prize for best costume! Please RSVP to social@crw.org or leave message at (978) 250-1883 up until day of event.

CRW Dine-Out Series

Dinner at The Skellig

Thursday, November 17 7:00 PM

Join CRW friends for dinner at The Skellig, a unique Irish pub located in downtown Waltham. A full dinner menu is available. Stick around for live entertainment beginning at 9:00PM.

Directions:

240 Moody Street

Waltham, MA 02453 (781) 628-2200

Parking is free after 6PM in the city of Waltham municipal lot located behind the Embassy theatre. See website www.theskellig.com for directions by car or commuter rail.

Please RSVP to social@crw.org or leave message at (978) 250-1883 up until day of event.



CRW is saddened to announce that long-time CRW ride leader Al Bolea passed away on September 23, 2005. A 16 year veteran of the Charles River Wheelmen, Al succumbed to a rare bone marrow disorder, myelofibrosis, which he had battled since 1998.

Loved by CRW members (and many non-members whom he met en-route), Al started the CRW Wednesday Night Ice Cream ride along with Steve Kolek and Sheky (Sheldon) Cooperman. In addition, Al's friendly demeanor was widely known, as Al also served as a ride leader for both weekend and Friday night rides.

An Italian native who never relinquished an opportunity to dine at Bertuccis, Al was a man of compassion, dignity and pride. Although extremely intelligent and admittedly stubborn, Al's main focus in life was in caring for others. A very strong cyclist who dominated on the hills, Al often rode with more leisurely riders—simply to enjoy the conversation. Off the bike, Al donated countless time and money to the Italian Home, Big Brother/Big Sisters of Greater Boston, and a gospel mission in Ukraine.

Al's talent for leading rides was innate. After living in Italy and California during his childhood, Al's family moved from the West Coast to Greater Boston in 1968. At the age of 11, Al was in charge of directions (and mastering the requisite maps) while his father drove. They never missed a turn. His fledgling navigational skills were indicative of Al's keen intelligence. A BA graduate of Tufts, Al promptly completed his MS degree from Stanford in 1 year, all while on the dean's list.

A software engineer who worked for Bell Labs, Raytheon and Nortel, Al's idea of fun was to do something active. Although he hated to wake up early, Al loved bicycling, skiing, hiking and softball. A lifelong Red Sox fan, Al was thrilled to see them win the World Series last fall. And unknown to most, Al was a black belt in Karate while in college and enjoyed parachuting!

Al Bolea (1957 - 2005) beloved CRW ride leader

Al's life was defined by 3 major passions; his faith, swing dancing and cycling. A regular attendee of Grace Chapel and Vineyard Church of Cambridge, Al frequently engaged CRW members in numerous intellectual debates about his beliefs. Close friend Harry Manasewich noted that Al was fond of saying, "I'm an engineer geek, I'm a show me kind of guy, so if I say this is real, and should be considered, you should too."

When Al wasn't in the saddle or at church, he could invariably be found on the dance floor. For over 10 years, Al was an avid swing dancer, in both the East Coast and West Coast dance styles. A sought-out dance partner by legions of attractive ladies, Al was also known for converting many CRW members into "Swingers". In fact, Al's love of swing dancing had a romantic side as well. Al persuaded CRW member Sheldon Cooperman to come dancing one evening, and it was on the dance floor where Sheldon met his future wife, Marjorie.

But as is evident by his commitment to CRW, biking was perhaps Al's greatest passions. A 16+ year veteran of CRW, Al was a noted hill climber who loved centuries. But Al never had an ego. At the beginning of rides, Al would often say "ahhh, I don't feel like riding hard

tonight"—but invariably his Stanford jersey-clad frame would blow by at a ferocious speed. During steep climbs, Al would often slow to encourage others, inch by inch, up the hill. His illness was hidden from many of us because of his incredible cycling talent. Even when his disease began sap Al's strength, he would traverse Belmont Hill on daily cappuccino rides to Café Paradisio in Harvard Square—with a 15 pound pack strapped to his back.

Al's true strength lay in his ability to touch other people's lives. Even when Al's health was failing, he was surrounded by those who cared for him—in fact; the doctors and nurses at Lahey Clinic often noted that they had NEVER seen such support and love for a patient. And although he hated the hospital food, Al never complained. In the end, Al's quiet dignity prevailed.

In lieu of flowers, Al's family has requested that donations be made to either The American Red Cross (who provided many blood products to Al), Dana Farber Cancer Institute (who were consultants on Al's medical team) or the Mayo Clinic (a world leader in treating patients with myelofibrosis). Their websites are <https://www.redcross.org>, <https://www.dana-farber.org/how/gifts> and <http://www.mayoclinic.org/development/give.html>, respectively.

Or, help Al's CRW family pay tribute to his joyous spirit. "Al's Ride", an annual charity ride to raise funds and awareness for myelofibrosis, is in the embryonic stages of development. A non-CRW sponsored ride, we need volunteers, committee chairs, and those who have helped establish/run fund-raising cycling events. If interested, please contact Naomi Wernick at Naomi.L.B.Wernick.97@Alum.Dartmouth.ORG.

Thank you, Al, for sharing your gentle soul and the road with us—you will be missed.

October 8, 2005

It's not just what they did - which was enormous in its own right - but what they caused and evoked: the hopes, intentions, expectations and unspoken imperatives that were set off; the realities of hills, computer readings, rain and the abilities of competitors; the weight loss, the skill and muscle development; the exhaustion and aloneness; the pleasures of team riding and close formations; and of course the camaraderie that came with all of this for a whole lot - literally thousands - of diverse, two-wheel enthusiasts a.k.a. Cyclists.

People came because Dave and Mark would be there, because Mark and Dave created this

solid space where you could come and ride your bike with your friends; where you could recollect, renew, reenact and again find yourself among your fellows; a real and positive space in a week perhaps made up of difficulties with management, parking problems, rejections, unanswered phone calls, missed deadlines, and over priced car repairs.

The Saturday ride was a time to be who you are, to notice yourself getting stronger, to test the competition, to help fix a flat, to sport your newest jersey and titanium accessory, to ward off a common wisecrack and deliver one of your own, to tell a story broken by traffic into installments.

For 500 uninterrupted weeks - with the help of occasional assistants - Mark and Dave maintained a secure home for us to

return to, to say hello, to try again, to see what the bod could do this week, to jostle, to push, to draft, to compare, to learn and to share, to face our inequalities and yet to experience the special bond that these inequalities made possible.

The guys set out to offer a regular, weekly fitness ride - to organize and enable it, to give it form, place and time. But within that structure - that simple form and ritual - they fostered a profound and unforgettable life experience, a gift to the many who rose and set out early on those mornings - often under the meanest conditions - to filter back in twos and threes

Two Guys

500 Saturdays

a Million Miles

by Fred Kresse

and find themselves in perhaps 19 or 28 or 42 miles.

David McElwaine and Mark Dionne led the CRW Saturday Morning Fitness Ride from Nahanton Park on the Newton/Needham

line every Saturday for 10 years. Just think: how many weeks, how many rides, how many cyclists, how many friendships, how very few mishaps, how many alarm clocks, how many bad jokes and exaggerations, how many "car backs", how many renewed efforts, sweaty shirts, extra gloves, close calls, potholes, sighs, curses, how many cups of Starbucks coffee, how much sharing - ultimately how much good, pure, hopeful human fun.

Should these two be celebrated, or What? Is CRW a great bike club, or What? Is it great to be a member, or What?



Dave McElwaine



Mark Dionne

CRW in CYBERSPACE

There are several ways you can use your computer to interact with CRW:

CRW Web Site

CRW's web site contains a wealth of information useful to club members:

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

News items are available from the drop down menu "News" then "CRW News." Here you'll be able to keep up with the latest developments before they reach WheelPeople. Weekend ride schedules for the current and next month, and the weekly rides series are online here, as

well as a calendar of all weekend rides for the season. We also publish a calendar of cycling events (weekend and longer trips, etc) from all the local clubs and some not so local.

If you're looking for a ride, the cue sheet database contains detailed cues and in most cases maps of most of the regular CRW weekend rides and centuries.

Our touring section contains descriptions of tours club members have taken, and a lot of links to more touring information.

The picture gallery contains photos of club events (rides, weekends, etc).

The site provides all this and a lot more, you'll want to bookmark it.

CRW Internet Mailing List

CRW maintains a mailing list for exchange of information among members, and for posting notices in addition to Wheelpeople. Anybody with an e-mail address can sign up. For more details on the list and other options, check out: <http://crw.org/maillist.htm>

WheelPeople by Email

You can elect to receive WheelPeople by email rather than postal mail. This has several advantages. The email version is available up to two weeks before the printed version. Sending the electronic version saves the club money in postage, which can be put to good use elsewhere.

TIPS For Winter Riding

Winter cycling can open up an exciting new world for you. Get out, ride, and explore! The following are just a few tips for safe, enjoyable winter riding. If you have any other tips of value to the winter cyclist, share them on rides and send them to the WheelPeople editor.

Dress appropriately. This cannot be overemphasized! Wear several layers of clothing. Unlike natural fibers, man-made materials don't absorb perspiration. A good approach is to keep a layer of man-made material like polypropylene next to your body followed by layers of natural fiber. This will allow you to perspire through the synthetic to the natural clothing, wicking away moisture and keeping your body drier and the drier you are, the warmer you will remain. Wool is the warmest natural fiber.

Protect your extremities. Keep your head, hands, and feet protected and warm. Your body can lose a great deal of heat through these areas. A ski band or hat under your helmet (remove the helmet pads if necessary), warm gloves that don't impede shifting and braking, and several layers of socks and booties all

help. You can cut the wind's chilling effect by plugging the holes in your helmet. A scarf will warm your neck.

Keep your bike in top condition. In bitter weather, repairing a simple flat tire can be an ordeal. Thoroughly check your equipment before each ride.

Dress to be seen. With the winter sun low in the sky, a driver can easily lose you in the sun's rays. Wear bright clothing that calls attention to you so that approaching drivers will have the best possible chance to see you.

Beware of road conditions. Potholes grow in winter, and ice and wet leaves are very slippery. When snow falls, rideable pavement narrows, so adjust your riding style accordingly.

Carry a map. CRW winter rides aren't arrowed, so a map can pull you through if you become separated from the group. We try to stay together and look out for one another more intently during the Winter, but you may nonetheless go astray.

If you get in trouble, get help! If your bike breaks down or you begin to feel chilled, stop

and ask for help. Don't press on unless you're sure you're okay. Keep telephone change handy so that you can place a call if necessary.

Consider an off-road ride. Off-road cycling is often sheltered from the wind and that 25 mph breeze you create just by speeding down the road. You still have to watch out for water, snow, and ice, but off-road riding can keep you much warmer.

hat under your helmet (remove the helmet pads if necessary), warm gloves that don't impede shifting and braking, and several layers of socks and booties all help. You can cut the wind's chilling effect by plugging the holes in your helmet. A scarf will warm your neck.

Keep your bike in top condition. In bitter weather, repairing a simple flat tire can be an ordeal. Thoroughly check your equipment before each ride.

Dress to be seen. With the winter sun low in the sky, a driver can easily lose you in the sun's rays. Wear bright clothing that calls attention to you so that approaching cars can see you.



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SUN	MON	TUES	WED	THURS	FRI	SAT
8:30 am Bill	8:30 am Jim	8:30 am Alex	6:15 am Bill	8:00 am Alex	6:15 am Bill	8:00 am Anna
9:30 am Alex	9:30 am Alex	9:30 am Grace	8:30 am Fred	9:00 am Elena	8:30 am Jim	9:30 am Elena
		10:30 am Level I Spin Mary Kate	9:30 am Fred		9:30 am Judi	
	6:15 pm Level I Spin Mary Kate	6:15 pm Jim				



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Little Jack's Corner

by Jack Donohue



I've finally figured out why my rolling stock is in such shoddy condition most of the time. I seemed to have developed a case of workshop-phobia.

I've never recovered from my move from Malden. You would think that with this big house in the suburbs, I would have a much better environment to work on my bikes. Not so, what's lacking is a basement. In Bedford, I have a two car garage, one side of which is relegated to bike repair. The square footage is larger than my basement in Malden, but it's just not the same. One problem is that the garage is unheated, so in the winter, I am really loathe to do much work there. The other problem is the walls of the garage are concrete, making it really hard to fasten things to. In Malden, I inherited a rather ample workbench with drawers, and a metal structure with numerous shelves. That combined with all the things I could stuff up into the rafters in the ceiling, gave me quite a lot of storage space.

In Malden, I always knew where everything was. Of course, living there for eighteen odd

years made it somewhat easier to remember. With the move to Bedford, things needed to find new homes. I'm convinced there are some that never made the transition. I spent a good portion of the first couple of years we were there looking for things. The other day I was reduced to actually buying derailleur pulleys when I couldn't find my stash of used derailleurs. In my glory days, I used to be the derailleur pulley king.

I used to have a jar of home brew cleaning solution which was a combination of kerosene, gasoline, and other noxious fluids, which if the EPA got wind of, would have declared to be a superfund site.

I'd been spending more time in my garage looking for things than actually fixing bikes. After a while, I finally gave up. Now, many of my treasures have found new homes, I have my box of chainrings, for instance, that used to be individual chainrings in bizarre locations.

Another thing I miss in my former basement was the sink. This was a big nasty old sink made out of slabs of slate or some such. With

the accumulated stains of many many years of dirty icky projects I never had to worry too much about what happened to it. Now, my cleanup place is the downstairs bathroom, which is a bit more posh than the old basement, so now when I've finished cleaning me up, I have to spend as much time again cleaning up the sink and environs.

I used to have a jar of home brew cleaning solution which was a combination of kerosene, gasoline, and other noxious fluids, which if the EPA got wind of, would have declared to be a superfund site. I would pour this into a container and slosh parts around in it to clean them. This pretty much lasted forever, sludge would build up on the bottom at a rate of about two millimeters a year, and I would have to top it up occasionally to make up for losses, but this lasted for years. I still have the jar, but I now use it

only occasionally, due to the aforesaid cleanup requirements.

I once came close to a citizen's divorce for suggesting that the downstairs shower would be a good place to clean all the salt and sand off the bikes in the winter, so I guess I'm pretty well confined to the garage.

Guess the bikes will have to wait for Spring cleaning.

Another Successful Century - Continued from page 1
By 8:00 there were 200 riders chomping to get on the road for the 10th annual Souhegan River Century. Chris, from Bikeway Source had done his share of bike repairs, the registration crew took a well deserved break and the sun was shining brightly.

By 8:30 the next round of cars started to arrive and at 9:30 we sent off 100 riders on the metric and fifty mile routes.

These scenic routes are on mostly back roads and uniquely, there are no traffic lights on any of the routes. The routes have been altered slightly over the years to accommodate changes in traffic conditions and construction but the basic destination of Wilton, NH for the century has not changed.

Thanks to:

- Dr. Mike Maki for, once again, allowing us to use his parking lot at the Wilton Animal Hospital for the 50 mile water stop,

- Mass Electric for the use of their yard in East Pepperell,

- Bikeway Source, Bedford, MA for tech support.

Many riders noticed we were a bit understaffed this year, which turned out to be a big problem. (Do you hear me, folks?) Thanks to the organization provided by Susan Grieb everything turned out fine, but we still need to address the volunteer issue if we are to continue this great event.

Below is a list of all those who either gave up their entire day for the century or at least worked for several hours at various jobs.

Century Committee Chairperson: Susan Grieb

Arrowing: Ken Hablow, Mel Prenovitz, Jack Donohue

Bagels and Bananas: Heather White

After ride buffet: Bob Macauley

Water stops: Susan Grieb, Howard Miller (That's right! Only 2 people for water stops to serve 300 riders.)

Registration: Rosalie Blum, Janet Blake, Barry & Linda Nelson

Mid-day control: Connie Farb

The rest who worked during the day either at the check in table, the buffet or on the cleanup crew: Dick Arseneault, Don Blake, Kayo De Oliveira, Eric Ferioli, Marilyn Hartman, Robin Inman, Melinda Lyon, Duane Roth, Nina Siegel, and Diane Vassallo

CLASSIFIED ADS

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

WANTED: A pair of road wheels 700 cm, Steve 617-924-4226 or creckles@excite.com

September Mileage Totals

2 4 7 8 2 4

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
John Bayley	9692	7	7	5	Ken Skier	3725	5	2	-	Cynthia Zabin	1672	-	-	-
Pamela Blalock	8692	7	7	5	Larry Murphy	3719	9	-	-	Marc Webb	1523	4	1	-
Bruce Ingle	8146	9	8	3	Douglas Cohen	3709	3	1	-	Henry Marcy	1519	1	-	-
Don MacFarlane	7907	9	2	4	Darrell Katz	3694	-	-	-	William Lane	1486	-	-	-
Jack Donohue	7796	-	-	3	Larry Kornetsky	3555	3	-	-	Lincoln Ross	1430	-	-	-
Robin Schulman	7716	8	4	4	Marilyn Hartman	3550	3	2	-	Mike Hanauer	1367	-	-	-
Glen Reed	7018	5	4	2	Frank Aronson	3435	5	3	-	Susan Grieb	1350	-	-	-
Mike Kerrigan	6621	3	3	1	Otto DeRuntz	3300	3	3	1	Greg Tutunjian	1299	2	-	-
Paul Hardin	6541	7	4	3	Gabor Demjen	3095	4	3	-	Elliott Morra	1196	2	2	-
Jim Krantz	6539	6	4	5	Joseph Moore	3033	5	-	-	Cynthia Snow	956	-	-	-
Steve Robins	6178	-	-	-	Ed Sullivan	2972	3	1	-	Elaine Stansfield	946	-	-	-
Irving Kurki	5557	8	4	1	Gary Smiley	2930	4	-	-	Jeff Luxenberg	867	-	-	-
Richard Taylor	5328	9	8	-	Bill Widnall	2887	7	3	-	Rich Whalen	721	-	-	-
Janet Tortora	5083	5	4	-	Walt Drag	2790	7	5	-	Michael Morrissey	548	-	-	-
Edward Boches	4971	5	1	1	Kent Anderson	2751	4	3	-	George Caplan	543	-	-	-
Winslow Green	4847	6	5	-	John Springfield	2625	-	6	-	Tracey Ingle	487	-	-	-
Butch Pemstein	4506	-	-	-	Rudge McKenney	2491	2	1	-	Jacob Allen	105	-	-	-
Andrew Brand	4350	5	3	-	Craig Weiner	2382	3	1	-					
Dick Arsenault	4340	4	1	-	Sheldon Brown	2380	-	-	-					
Jean Orser	4320	4	3	-	Sumner Kagan	2360	1	-	-					
David Wean	4235	4	-	-	Nick Linsky	2195	2	-	-					
Ken Hablov	4200	6	-	-	John Allen	2155	2	1	-					
Peter Brooks	4156	6	4	-	Dan Freedman	2123	1	-	-					
Don Mitchell	3959	3	1	-	Ed Hoffer	2096	-	-	-					
Joe Repole	3898	9	9	-	Lisa Weissmann	1880	3	-	-					
Peter Knox	3885	3	3	2	Bill Hanson	1853	-	-	-					
Joseph Tavilla	3813	-	-	-	William O'Hara	1830	3	1	-					

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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Back Bay Bicycles

366 Comm. Ave, Boston
617-247-2336

Belmont Wheelworks

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617-489-3577

Bicycle Bill

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

Bicycle Exchange at Porter Square

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Cambridge
617-864-1300

Bike Express

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Bikeway Source

111 South Road, Bedford
781-275-7799

Boston Bicycle

842 Beacon St., Boston
617-236-0752

Broadway Bicycle School

351 Broadway, Cambridge
617-868-3392

Burlington Cycle

428 Boston Rd., Billerica
978-671-0800

Cambridge Bicycle

259 Massachusetts Ave,
Cambridge
617-876-6555

Chelmsford Cyclery

30 Chelmsford St.,
Chelmsford
978-256-1528

Community Bicycle Supply

496 Tremont St., Boston
617-542-8623

Cycle Loft

28 Cambridge St.,
Burlington
781-272-0870

Decathlon Sports

570 Providence Highway,
Norwood
781-255-0400

Dedham Bike

403 Washington St.,
Dedham
781-326-1531

Farina Cycle

61 Galen St., Watertown
617-926-1717

Ferris Wheels Bicycle Shop

64 South St., Jamaica Plain
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Frank's Bicycle Barn

123 Worcester Tpk.,
Westboro
508-366-1770

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781-894-2768

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508-875-5253

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Southampton
800-527-9784

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Wellesley
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508-822-0396
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1. acknowledge, agree and represent that I understand the nature of bicycling activities and that I am qualified to participate in such activities; I further acknowledge that the Activities will be conducted over public roads and facilities open to the public during the Activities and upon which hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the activity.

2. fully understand that: (a) Bicycling activities involve risks and dangers of serious bodily injury, including permanent disability, paralysis and the risk of death; (b) these risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the Activities; the conditions in which the activities take place; or the negligence of the other participants designated below; (c) there may be other risks and social or economic losses either not known to me or not readily foreseeable at the time; and I fully accept and assume all such risks and all responsibility for losses, costs, and damages I incur as a result of my participation in the Activities.

3. hereby release, discharge, covenant not to sue, and agree to indemnify and save and hold harmless CRW, their representatives, administrators, directors, agents, and employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of premises on which the Activities take place (each considered one of the participants herein) from all liability, claims, demands, losses, or damages on my account caused or alleged to be caused in whole or in part by the negligence of the participants or otherwise, including negligent rescue operations.

I have read this agreement, fully understand its terms, understand that I have given up substantial rights by signing it and have signed it freely and without inducement or assurance of any nature and intend it to be a complete and unconditional release of all liability to the greatest extent allowed by law and agree that if any portion of this agreement is held to be invalid, the balance notwithstanding shall continue in full force and effect.

Date _____ Date of Birth _____

Signature(s) _____

Name(s) _____

Address _____

Phone (eve.) _____ (day) _____

e-mail _____

We sometimes allow bicycle-related companies the use of our membership list.
 Check this box if you don't want to receive mailings from these companies.

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.

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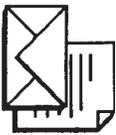
The electronic file is a pdf file and requires Adobe Acrobat 4.0 or greater.

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?

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