

# Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXIX, Number 12 · December, 2005

## 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 2006 ride calendar will be available for ride leader sign-up and for planning purposes. Here's your chance to unmask yourself as

Holiday Party - Continued on page 10

## CRW Dine-Out Series Dinner at Lemon Tree Café

Thursday, December 15

Join fellow CRW'ers and find out why CRW TGIF riders enjoy dinner at the Lemon Tree Café so much! Lemon Tree Café offers a wide variety of Thai dishes in an authentic Thai setting.

Please RSVP to Ed Glick, (978) 758-0100 or social@crw.org up until day of event so count can be provided.

Directions: Lemon Tree Café, 168 Great Road, Bedford Shopping Center, Bedford (781) 271-9700. Plenty of parking available.

## Where we've been—where we're headed

**S**afety Corner has covered a lot of ground this year. Among the topics covered, we introduced our "Share the Road" campaign, establishing four safety-related priorities for 2005, followed up by four articles, each dedicated to one priority:

- 1) Keeping to the Right in Traffic
- 2) Yielding at Intersections
- 3) Staggering Ride Starts
- 4) Developing Skills.

**Keeping Right:** Riding to the right, in single file, when traffic approaches poses a continuing challenge for our club. This was the top riding behavior issue flagged by CRW ride coordinators at an October 23 meeting. We like to ride side-by-side so we can chat, feel more like a cohesive group, and/or ride in a double pace line. Trouble is, when traffic approaches, we block the way. Singling up at the first sign of



approaching traffic is a) courteous (traffic can overtake us more quickly and easily), b) safer (motorists can see ahead better for safer passing), and c) consistent with Massachusetts law. Of course, there are times when it's appropriate for a cyclist to ride in the middle or on the left side of the travel lane, but times of inattention are not among them.

**Yielding at Intersections:** There are primarily two forces working against us here—one, we hate to kill our momentum, and two; we don't want to fall behind our riding group. Be prepared to stop *before* entering any intersection where other traffic has the right of way. Enter an intersection only when you can clearly see that it's safe to proceed. Don't worry about keeping up with your group. If they don't have the courtesy to let you catch up, find another group.

Safety Corner - Continued on page 8

## We Want You

**A**s many club members know, volunteers were in short supply on our recent Fall century. We were able to find just one person to serve at each of our two water stops (thank you Susan and Howard!). The Rides Committee

has been without a Saturday coordinator for over a year now. The Social Committee can't find people to help out. Finding volunteer ride leaders for all the Saturdays and Sundays on the calendar takes a huge amount of effort. Many people have suggested that the club change the format of our annual Christmas

We Want You - Continued on page 10

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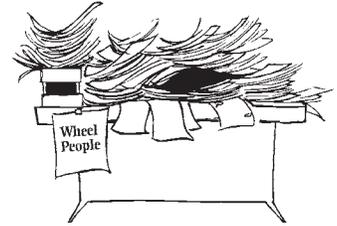
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CRW members receive WheelPeople, the Club's newsletter. CRW is also an associated club of the League of American Bicyclists. Address correspondence to:

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](mailto: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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Social Committee Chair .....	Ed Glick .....	978-250-1883
Safety Coordinator .....	Bob Zogg .....	617-489-5913

### 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
Century Committee .....	Susan Grieb .....	781-275-3991
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
.....	Daniel Rabinkin .....	781-275-2391
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.....	Michael Aarons .....	508-651-9259
Sunday Fitness Rides .....	Andy Brand .....	617-247-9770
.....	Bob Dyson .....	508-668-8122

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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



**November 1, 2005**

## In Attendance:

Board Members(7): Eric Evans, Andy Brand, Don Blake, Barry Nelson, Connie Farb, Paul Schimek, Janet Tortora, and Bill Widnall (ex officio) Other: Eric Olson

## Minutes (Janet Tortora)

Minutes from the October 4, 2005 meeting were approved.

## Reports of Officers, Coordinators, and Standing Committees

### President (Eric Evans)

#### CRW Annual Awards Banquet

The banquet will be held on November 10, at the Yangtze River.

#### Bike Night at MassBike

Eric Evans, Bill Widnall, Andy Brand, Paul Schimek, Barry and Linda Nelson, will represent CRW at Bike Night on November 14. Eric will present the CRW award to MassBike for the "MassBike Bicycling Safety and Skills Courses" grant proposal.

#### Rides Committee (Connie Farb)

Connie reported that the 2006 calendar has

been started. The rides board will be available at the awards banquet and at the Holiday Party on December 9th.

#### Membership (Linda Nelson)

Barry Nelson (reporting for Linda) gave the membership numbers for October 2005: 1086 current memberships, 1302 current members, 33 expired members, 33 new members, 38 renewed members.

#### New Business

##### Meeting Start Time

The meeting started at 7PM, but the room was not available for the start of the meeting. Janet Tortora will contact the United Church of Christ office to inquire about room availability for the earlier start time.

#### Volunteer ideas (Connie Farb)

Connie Farb suggested that the Board form a subcommittee to research how other clubs maintain a volunteer pool to support the clubs rides. Andy Brand will chair the committee along with Janet Tortora. Connie Farb and Eric Evans. Other club members will be invited to join this subcommittee. Connie will write an article for WheelPeople about volunteerism in CRW.

#### Other

Bike Shop Program Coordinator, Suzi Melotti, has resigned. Eric Evans will be contacting a club member who had mentioned an interest in taking on the role. Board members thank Suzi for her contribution to the club.

The next Board Meeting will be held on December 6, at 7:00 PM, at the United Church of Christ, Lexington. Meeting location has been changed to Room 208.

Respectfully submitted,

Janet Tortora  
Secretary

## Candidacy Statements for CRW Board

### MICHAEL AARONS

I am a longtime CRW member and currently very active with the club. I am the Sunday Rides Coordinator and well as the co-leader of the Saturday fitness ride. I lead and participate in many other recurring and weekend rides. The rides program is one the most important parts of the club and by being elected to the CRW board would allow me to provide a strong voice as to the current and future direction of the rides program, and the club overall. Thanks for your vote.

### JANET TORTORA

I have been a CRW member for more than 4 years. After the last election, a vacancy occurred on the Board of Directors so I filled that role as well as continuing to be the secretary for the club. I have regularly attended the Board meetings since I took on the role of secretary more than a year ago. I am a very strong cycling advocate and encourage just about anyone whom I meet to take up cycling. I would like to continue on the Board and feel that my

experience having served on a Board of another non-profit organization is an important contribution.

### BILL WIDNALL

In recent years I've enjoyed cycling about 4000 miles a year. I founded in 1998 and coordinated for three years the Wednesday Wheelers, for those who enjoy cycling as a group at an intermediate social pace. With my wife Sheila we organize the annual CRW Fourth of July arrowed ride and party. I created and lead the Saturday bike tours of historic Duxbury and Plymouth. During my term as CRW president in 2003 and 2004 we undertook the successful effort to gain recognition of CRW as a 501(c)(3) non-profit organization. An elected member of the Board from 1999 through 2004, I would be pleased to serve you again as a member of the Board.

#### NOTE:

As there are three candidates to fill three positions, no election will be held.

## CRW in CYBERSPACE

### e-WheelPeople

By now many of you are receiving WheelPeople electronically. Roughly 40% of the club gets their WheelPeople this way. If you're not in this group, here are a few reasons you might want to consider this:

- It saves the club printing mailing costs, so we direct the savings to support the rides, social, advocacy, and other aspects of the club

- You get the issue much sooner. The postal mail copy usually arrives at the end of the month, while the email version is ready around the middle of the month, giving you more advance notice of events you might be interested in.

To change to electronic distribution, just send an email to [membership@crw.org](mailto:membership@crw.org) requesting the change. Make sure to include your name and the email address where you would like notifications sent.



# 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.

## A Presbyopic Plea

by Julia White and Joan Laxson

There was once an old lady with glasses,  
Who pedaled as slow as molasses.

The ride leader said,

"Get those off your head!"

Cried she, "Then I'll fall on my asses!"

On Sunday she waited on Blue Street,

But her group all convened on Larue Street.

When finally they found her,

She told those around her,

"The print was too small on the cue sheet!"

The ride leader said, "Oh my dear!

I don't want you to land on your rear.

I'll make the font larger,

For you on your charger.

The cues will be bigger, don't fear!"

## WELCOME NEW MEMBERS

Lynn Andrews	Hudson	Vic Marcus	Hopkinton
Stephen Banker	Needham	Chuck Mercier, Heather Mercier	Boston
Cezanne Cartier	Jamaica Plain	Christopher Murray	Boston
Scott Chapman	Groton	Leila Nelson	Quincy
Dale Dillavue	Lexington	Greeley O'Connor	Somerville
Paul Foglia	Wellesley	James Partridge	Rockland
John Godine, Frances Godine	Waban	John Passarini	Lexington
Steve Goldstein	Wayland	Marshall Randolph	Wellesley
Carey Gray	Brookline	Laurie Roach	Boston
Bradley Herrick	Marlborough	David Roberson	West Roxbury
Bill Honneus	Arlington	Kevin Schleicher	Whitinsville
Kathy Horvath	Bedford	Dan Siagel	Brookline
Florence Hutner, David Holmes	Brooklyn, NY	Jennifer Smith	Wollaston
Maureen Iaccarino	Brookline	Mark Stoughton	Brookline
Jeanne Irwin	Belmont	Carol Straney	Stow
Susan Kane	Roslindale	Charles Sumner	Worcester
Danielle Kayal	Canton	Reese Tisdale	Roslindale
Lisa Kessler	Boston	Lu Wei	Boston
Andrew Kuklinski,		Thomas Whitehill	Westford
Patricia O'Connor	Arlington	Catherine Womack	Belmont
Miguel Lessing	Wellesley	Karalee Woody	Seattle, WA
Susan Lundstrom	Waltham		



# December Rides Calendar

On all CRW rides, please arrive at least 15 minutes before the published ride starting time. It is recommended that you bring pump, patch kit, spare tube, allen wrenches, screwdriver, lock, water bottle, some money, helmet, gloves, and a map. You should also carry an ID card, health insurance card, and emergency contact information.

## Something in Common

Sunday - December 4

Times: 10:30 AM

Ride Type: Map and/or Cue sheet.

Leaders: Eric Ferioli (781-235-4762)

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

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

## Groton

Sunday - December 11

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

Ride Type: Map and/or Cue sheet.

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

Highlights: This ride covers ground not usually seen on CRW rides. There will be an after ride party at Jamie and Lindy's.

Start: 41 Whitaker Lane, Groton

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

## Holliston

Sunday - December 18

Times and Routes: 10:30 AM

Leaders: John Goeller (508-429-2832)

Start: Holliston High School

Directions: Take Route 16W or 126S to Holliston. From the junction of Routes 126 and 16 in Holliston (near Bertucci's Restaurant), follow

routes west 3/4 mile into center of town. Just past the Town Hall and the green in front of the Congregational Church, turn right onto Hollis Street. The school is approximately 7/10 of a mile on the left.

## Bare Natick

Sunday - December 25

Times: 10:30 AM

Ride Type: Map and/or Cue Sheet

Leaders: Eric Ferioli (781-235-4762)

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

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

## Happy New Year

Saturday - January 1

Times: 11:00 AM

Ride Type: Show and go

Leaders: Eric "Bicycle Bozo" Ferioli (781-235-4762)

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

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

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# A Touring Life

By John Springfield

## The 64 MPG Bicycle

In May 1967 I left Detroit on my red Frejus 10-speed, equipped with an old army surplus sleeping bag, no tent (if it rains, I crawl deeper into the bag), and the ego of an 18-year-old. I had just finished my freshman year in college, and I decided to camp as well as mooch off friends around the state of Michigan. The first leg would involve cycling about 550 miles to Houghton in the Upper Peninsula. My friend Dave lived in the dorms at Michigan Tech and said I could sleep on the floor. Sounded like a plan.

Lower Michigan in mid-May usually has warm weather, much like Boston. So I figured that as I biked north, the warm weather would accompany me. This is like saying "Hey, it's 75 in Boston. Northern Maine should be warm soon."

After staying with friends in Lansing and my brother in Mt. Pleasant, I noticed that the weather in fact was getting colder. By the third day I had to stop at a country hardware store to buy thick socks and worker's gloves. Later

that day I ran into snow flurries. But I knew there was a youth hostel near Kalkaska, and I was determined to sleep in a warm bed that night. Only one thing. When I arrived at the hostel, it wasn't yet open for the season. I had biked over 100 miles that day in cold rain and snow. I was exhausted. I was determined to get into that hostel. So, I figured to look for the "hidden key". Then I noticed that I could jiggle the small kitchen window. I slid my lanky body through the window, committing my first and only "uninvited" entry. Exhausted, I fell asleep under 5 layers of blankets.

Suddenly in the middle of the night (11 pm), I heard a noise as if SOMEONE ELSE was breaking in! Was this something out of a Woody

Suddenly in the middle of the night (11 pm), I heard a noise as if SOMEONE ELSE was breaking in!

Allen movie? Feeling that I was either dead or under arrest (and just too tired to care), I shouted out, "I'm here on the couch. Who are you?" Well, it turned out to be the caretakers who had just driven up

from Detroit to open the hostel for the season. I showed them my hostel pass, and all was forgiven. They started the furnace, and let me stay till 11 am the next morning.

The next day I made it to Burt Lake State Park where I camped. I built a campfire that I fed all night long. I figured I could get used to being cold. After all, it was late May, and it SHOULD be warmer soon. But the next day the weather would not be a problem. My bike was.

As I left the park and went through the village of Indian River, I had to climb a hill on the other side of town. I pressed harder and harder on the pedals, but noticed I wasn't making much progress. In fact, the back wheel was not turning at all. It seems as though the pawls in the freewheel must

People in these small towns were smart enough to know you shouldn't be bicycling this early in the season...

have worn down, and were no longer engaging the wheel. I turned the bike around and drifted back into Indian River. I knew that few people had even seen a 10-speed in northern Michigan, and even if I did find a bike shop, would they have a freewheel that would fit my Frejus? I found a small diner open, and the woman had no customers. I asked if there was a bus that came through. She said, "Once a day in both directions." Twenty miles north was the Mackinac Bridge, a tourist area. There HAD to be a bike shop there... The woman said I could wait in the diner until the bus came. I planned on asking the bus driver to stow my bike in the luggage compartment and take me to Mackinac to a bike shop.

Well after eating 2 breakfasts and lots of coffee, the woman and I started talking about my adventure so far.

"Where're you from?"

"Detroit. I biked up here."

"Oh, really. My brother has a Honda. What kind of mileage do you get?" "Oh, no, I don't have a motorcycle, I have a bicycle."

Looking a little perplexed, she again offered, "My brother gets 64 miles to the gallon. How much do you get?"

I knew this was going to be a long wait... People in these small towns were smart enough to know you shouldn't be bicycling this early in the season... There was no use trying to explain.

So I answered the only reasonable way I could.

"Yeah, that's about right. I get about 64 mpg too".

She felt satisfied with the answer, and we talked about other things. Word somehow got around that I needed to get to Mackinaw, and a man offered to drive me and my bike up there. Hey, these small town people are all right, I thought.

To make a long story short, there were no bike shops in Mackinac. So I left my bike at a gas station, and hopped the next bus for the 250 mile ride to Houghton. I slept most of the way on this nighttime bus. It was 5:30 in the morning when the bus stopped and I was greeted by 20-foot-tall snow banks. What was I thinking that I could have biked all this way north in May? Oh well, it was an adventure. After mooching off Dave for a few days, I took the bus back to Mackinac. I convinced the bus driver to let me stow my bike in the luggage compartment (no extra charge), and we headed to the metropolis of Traverse City where I knew there was a bike shop. The freewheel was replaced for a total \$6.00

parts and labor. The weather was warm, and I headed south towards Grand Rapids and South Haven where I could mooch off more friends.

Now the story should end here. (After all, I was getting 64 miles per gallon.) But as I headed east toward Detroit, a funny thing happened in Paw Paw, Michigan. For those of you not familiar with Paw Paw, it is the birthplace of Charlie Maxwell, famous outfielder for the Detroit Tigers. Well, in Paw Paw my pawls failed AGAIN! Now, to put this in perspective, I have never had a freewheel fail in over 40 years of bicycle touring. I'm sure this was payback for all the free food and lodging that I mooched. My karma was deep in the negative.

I again hopped a bus (with the bike stowed underneath with the luggage), got back to Detroit, and vowed never ever again to lie about getting 64 miles per gallon.



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# Winter Dress-up for the Pudgy Cyclist

(Excerpted from "Tour de Pudge:  
Lance Armstrong Need Not Apply"  
Copyright © 2005 by Gregory P. Lee)

Used With Permission  
(I'm Desperate for an Audience)

If you live in the Deep South, this chapter may not concern you. Then again, I never paid attention in my geography classes. And I'm always hearing about a freeze affecting orange juice prices, so what do I know? I have built-in Yankee prejudices, I guess - I think that anything south of the Mason-Dixon line is either desert or rainforest. Which shows how little I really know about geography, because by my rules, Antarctica should have palm trees and retirees in baggy lime-green shorts. (Oh, look - a spandex-clad pudgy guy making snide comments about fashion!)

Anyway, Fred, if you started cycling in the spring and kept it up, a day comes when the air nips at your fingertips and toes. You can still wear the shorts and jersey, but the sweat doesn't drool down your arms and face the way it did in July, or even September. The malls are putting up a psychotic mix of Halloween and Christmas trees surrounded by politically correct, red-garbed Druids. No Easter Bunnies are out to give hope, though.

All the signs are there. Cooler weather is definitely coming.

So what's next? How will you continue to work off the pudge? Do you need to get a gym membership after all? Now that you've developed an addiction to the endorphins, you might even follow through.

A much less expensive indoor option is a training stand. These cost anywhere from \$75.00 to \$400.00, depending on quality, features, and so on. Essentially, they let you use your bike inside, as a stationary bicycle. Set your bike up and ride in front of the TV for the cold months.

There is also another way to train inside - "rollers." Unlike a training stand, you actually balance and support yourself on rollers. Your wheels spin, and in theory provide your balance. And, after all that pep-talking I gave you about how the wheels are gyros that will keep you upright, you know you'll do fine with them, right?

Wrong. You're not on flat ground, and you don't have real forward motion to cooperate with the gyros. You slip and slide, and you

need to adjust the way you feel the bike and your balance. You bang against the door jamb you're using to try to stay vertical. You're feet don't reach the floor when you suddenly tip and slam into the door jamb.

I had a set of rollers. I gave them to another enthusiast. I hope his elbows did better than mine. You're better off with something safer for your exercise, like hefting a stick of dynamite. Old, chemically unstable dynamite. After the fuse is lit.

If indoor cycling won't work for you, you can still cycle outside in all but the worst weather.

I'm nuts, you say? I need to see a shrink? Wrap me in that white coat? Well, yes, but not because I advocate cycling in the winter. Cycling in the winter requires nothing more than some additional clothing and a reminder that people ski in the same temperatures. You'll be fine. You might even come to enjoy it.

Apart from the simple belief that you won't kill yourself or have your favorite - er, ah nose fall off from frostbite, let's talk about what you need to do this.

First off, if you went out and bought an expensive bike, you need to put it away during the winter. All of the sand and chemicals thrown on the road eat into bicycles and their drive trains. You see what happens to cars because of the salt, right? It's called rot. You don't want to have a \$2,000.00 bike rotted away after one winter.

Of course, if you bought an inexpensive bicycle, it's ideal for winter use. That's even more true if you bought a mountain-style bike, with it's wider tires. However, the wide tires aren't essential, just helpful. Find something with

extra traction to replace your smooth tires for the winter.

As usual, the most important thing you need to ride in the winter is your brain and your attention span. Using these will keep you from riding under conditions that can't possibly be healthy, and will help you avoid ice patches and such. They'll also remind you to pay attention to signs of frostbite, like bleeding fingertips - and even more subtle signs.

I'm ahead of myself, though. Before I walk you out to the garage to get your "winter bike," I'll get you dressed. Because, even if you decide that the snowy days and months are not for you, there are plenty of days without snow, and with temperatures over the freezing mark. Take a look at a weather chart if you don't believe me.

I keep comparing this to skiing for a reason: they're a lot alike. Modern, thin clothing in layers are essential to this experience. Your cycling shorts will still serve; you can buy a layer to go over them. The better alternative is to buy bib-style winter clothes with a full leg. As with the other shorts you bought, a chamois will be part of the outfit. In essence, these are ski tights with the underwear built in. Add a second layer for the really chilly days.

Similarly, there are layers for the torso. Long sleeve warming jerseys will keep you warm down into the forties. Add an extra layer underneath to stay still warmer. An outer shell - a light cycling jacket - completes the ensemble. All of these together function more or less like your lighter summer garb - your sweat finds its way outward, but your warmth stays nestled close.

Continued on the next page

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Winter-dress-up - Continued from page 7

Many cyclists also buy thin thermal socks, which can be used alone or with a second pair as a layer. Your standard cycling shoes go over the socks - but over these, you need an extra layer of polypropylene. These shoe coverings keep the breeze from hammering spikes into your toes. They also keep your feet dry against slush splashing. They have a cut-out in the bottom for your cleat to engage the pedals.

A note on these: they take some effort to get over the shoe, especially the first time. When you buy these, don't trust the label, or guess on size. Bring your cycling shoes to the store, and actually put one over your shoe. If the sales staff objects, distract them with an attractive friend who wants to try on spandex in the back room. You'll thank me for this advice later - and no, I didn't do this the first time I bought the shells.

A thin "hood" goes over your head and ears, leaving your eyes and nose clear. Most of these can be used over the mouth or under the chin, depending on the actual temperatures and your preferences.

Finally, there are hand-warming things. You know, those things that you should wear to keep your fingers from snapping off - gloves or mittens. There are a variety of types made especially for cycling, from full gloves to partial mittens. Despite the best materials, full gloves may leave your fingers colder than full or partial mittens. The compromise of partial mittens allows you some independent finger use for braking purposes. Preference and price

may make your decision for you. Most brands have extra reflective properties to make your hand-signals (not your rude gestures) more visible to drivers.

There you go - for the first time, you've dressed to cycle in cooler weather. It only took you an extra forty-five minutes, and the shoe covers count as a cross-training workout.

And just imagine how doofy you look to all of the people who put their bikes away on November 1. Aren't you proud of yourself

## And just imagine how doofy you look to all of the people who put their bikes away on November 1.

for having more courage than they do? Sure you are.

And, even if you look doofy, these things work. I wouldn't tell you if I hadn't actually done it for myself. You, too, can look like Fred of the North. Here's the best part: if you feel too warm, you can take layers off and strap them to the back of your bike. You may want to keep your hands covered.

Apart from the high-fashion look, what will you get out of all of this? A fifteen-mile ride, of course. You will stay warm enough to go the same distance you should go anyway. You will be able to do this the same three times a week you rode in the summer, so long as the road isn't too slick.

Don't be discouraged by lower average speeds in the winter. Your body uses some of the energy to stay warm. You'll also be looking for signs of ice and slop in the road. And then, there's a pile of clothes that restrict you more

than the light summer gear. But you're still out there.

### Rainy Weather

Rain is probably more dangerous than cold. It isn't entirely predictable, and it makes surfaces slick. Oil residue on the road can make it more slick. Metal -manhole covers, grates, construction plates - become as slick as ice. If you wear glasses, the water coating will reduce your visibility. Hey, none of this is good for you. You may want to sit out the club's Monsoon Rains Century.

Rain has another effect: it cools your body. The wet clothing will keep it cool for while. You may find that you lose energy. Remember, the body works best at a constant temperature. When you cool it, you make some of its chemical processes less efficient, including energy release. Simple. Don't get excited, just

keep pedaling until you get home.

Oh, hey, that "shell" you bought? If you have worries about the weather, bring it with you. Those things fold up small and light, fitting in a back pocket or a saddle bag. Keeping your torso dry will help with that reduced energy issue I mentioned.

### Darkness

Well, it's not exactly inclement weather, but I had to fit darkness in somewhere. Winter days being short, this seemed as good a place as any.

Lights are essential if you are going to bicycle after sunset or before sunrise. In fact, many states require a cyclist to be lit just like a car - red lights or reflectors on the rear, and a white light on the front. Under most conditions, the front light is much more important for oncoming traffic than for you. Unless you are out on an unlit country road, the street lights will help you see what you need to see.

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recommendation from a 5-time participant.  
(CRW members Lyn & Tod at Lake Maggiore)



Safety Corner - Continued from page 1

**Staggering Ride Starts:** Ride leaders stagger starts by releasing riders in smaller groups, separated by a brief wait (typically about 90 seconds). This is becoming more common on our rides, and riders (and leaders) are growing more accustomed to the practice. Staggering ride starts is safer and more fun for cyclists, and it's courteous to motorists who can find it difficult to pass large groups safely.

**Developing Skills:** Most bike crashes don't involve motorists, pedestrians, or dogs. 59 percent of crashes are simple falls, 14 percent are collisions with fixed objects, and 9 percent are collisions with other cyclists. All cyclists should continually strive to hone their bike-handling skills. Learn to minimize weaving, look behind you (without relying on a mirror), ride without using your hands (as a drill), steer around obstacles, make quick turns and quick stops, and hop over obstacles. If you can't

safely avoid a slippery surface, coast over it without turning or braking. Don't "scooter" to start moving from a stop. Instead, raise one pedal and push down on that pedal to lift you onto the saddle and start moving forward. Consider a course, such as Bicycling Skills (offered by MassBike).

**Where we're headed:** The CRW Safety Committee is hard at work planning activities for 2006. While the details have yet to be finalized, we hope to bring you more opportunities for skills development, including formal training courses and short, informal coaching sessions just prior to, or during, major rides. Of course, all this is contingent upon finding volunteers to plan and instruct these sessions. We'd love to hear your thoughts and ideas while we are in the planning stage. Please contact us at [safety@crw.org](mailto:safety@crw.org) or 617-489-5913.

Remember—safety is about choices. What choices will you make?

This article grew out of an email that I sent to a friend who was seeking some advice on buying a new, high-end road bike. Perhaps it will be useful to others. Are you thinking about dropping some serious money on a new bike, but are not sure what you want? You could ask all your friends with new bikes whether they like theirs or perhaps you could read some reviews on the internet. However, I would not bother. I have never met anyone who bought a new bike who did not say that he loved it. If you do spend that kind of money, are you really going to admit even to yourself that you do not like it? In addition, given that whatever you buy probably will be better than what you have been riding, you will think it is wonderful anyway. Conversely, are you thinking about spending that big sum and are sure what you want? Do you know how you decided? (Was it "Hey, dude! Like Lance uses this bike, dude."?)

We start with the assumption that you are a strong, recreational rider. Do not ask me to define that. You know if you are one or are trying to be one or formerly were one. Eighty percent of the cycling community is composed of wanna-be's, has-been's, and never-been's anyway, so do not take the issue all that seriously anyway. It's just that the friend who originally asked for the advice is a strong recreational rider. The considerations and criteria for a first road bike may be very different from what I am about to state. That may be equally true for a time-trial bike for a Cat 1 racer.

Enough cavil, here is my take on the subject. Generally, there are two theories on bike frames. The first is that each frame design and material is unique and will have unique ride characteristics. The second is that they're all the same. The truth is somewhere in between.

There are four major variables: weight, torsional stiffness, vertical compliance, and road feel. The first three are objectively measurable; the last is subjective. Titanium and steel feel pretty much the same, but titanium is uniformly lighter but often is not very stiff until you get into the very high-end ones. Carbon fiber, because of its unique ability to be tuned by lay-up design, can run a wide range. Notwithstanding, it is reputed to have a bit of a dead feel compared to the liveliness of steel or titanium. For the money, aluminum will be the best short-term bargain for weight and stiffness, but one may lose some comfort due to its generally being less vertically compliant. In addition, aluminum frames are reputed to wear out from metal fatigue. On the other hand, steel will eventually rust.

Many higher end aluminum frames and some steel and titanium come with carbon fiber seatstays and some with carbon fiber chainstays also. This is intended to provide the lightness

# Semi-solicited Advice on Buying a New Road Bike

by Martin I. Estner

and stiffness desired but also vibration dampening to provide comfort. Some even have carbon fiber main tubes but large titanium lugs, which in theory preserve the lively feeling of titanium and grant the stiffness and comfort of carbon.

One can perhaps assess the stiffness of a different bike by trying to hammer a few sprints or hills. Irrespective of what you have been riding, however, you won't really know to what extent a different bike is more comfortable though until you go for a 50-60 mile ride on it and toward the end begin to realize that your back,

... you won't really know to what extent a different bike is more comfortable though until you go for a 50-60 mile ride on it and toward the end begin to realize that your back, neck and arms feel less or more tired than they usually do.

neck and arms feel less or more tired than they usually do. I remember riding a Serotta Legend titanium a few years back when it was Serotta's best bike. For the first 30 miles, it felt like the steel Pinarello that I had been riding. After 60 miles, however, I realized that I was not tired at all, and it had to be due to the bike. Nearly all better bikes now come with carbon fiber forks; these add immeasurable comfort and significantly reduce chatter on rough roads thus increasing control.

Also, the quality of wheelset can change road feel almost as much as frame composition. The Mavic Ksyrium SL wheelset is loved by everyone who has it. Unfortunately, the set runs about \$850. Is it better than a standard Mavic Open Pro set that you could get for less than \$300? Absolutely. Is it \$550 better? Tough question. Those who subscribe to the "They're all the same theory" may argue that the wheelset, tires and tire pressure, and saddle may contribute more to ride comfort than frame composition or design. They may be right. If you are one of them, save your money on the frame, get reliable components, and put good money into the wheelset and don't pump your tires too hard.

As for components, at the upper end, you are paying for less - less weight that is. If you are a top-drawer kind of person, are already at optimal body mass and single digit body

fat percentage, then by all means go for the top. Otherwise, you may want to save a little money for your children's college fund. Campagnolo Record vs. Chorus - is there really a performance difference? Same for Shimano Dura-Ace vs. Ultegra. The upper price range complete bikes will likely only be spec'd out with one of these four groups. Good quality bikes can still be had with Campy Centaur or Shimano 105 for less money. The major distinguishing feature of the less expensive bikes is that they will be heavier.

If I were planning to spend serious money, I would insist on being able to take a bike for an extensive test ride. A good shop should let you take a demo bike out for a whole day if you want. You might take one or more out for 30-minute test rides to make preliminary assessments and decide which ones you want to test further. Test riding several framesets for a short time and then deciding on 3 or maybe 4 that you want to test for a long ride may make sense. Some shops will build up a bike for you on the condition that you let them charge your credit card for it. This is to be certain that you do at least come back to test the bike. Then you can do a long test ride and if you decide it is wrong for you, they will give you a full credit on your card. Effectively, no matter what you decide, you can order it, test it when it is ready, and take it or leave it.

The best way to do this is to visit or call a shop with a good selection of inventory, talk to a salesperson at length about what bikes might make sense for you. If you can take a day or half-day off from work, make an appointment for a weekday to test ride bikes and go there ready to ride.

Doing a thorough job of testing may be the best preventative for buyer's remorse. On the other hand, I know people who have bought bikes without even having test ridden them, and they still loved the bikes they chose. Everyone is different, I guess.

## CLASSIFIED ADS

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

### For Sale

Good condition Specialized Crossroad women's bike (hybrid) for sale. About 10 years old, but has been tuned up every year. New chain was put on last year and new tires this summer. I bought a new bike so the tires were actually ridden on only once. Has end bars and back rack for bike bag (will throw in the bike bag with the bike). Also has 2 cages for water bottles. Asking only \$100. If interested please contact Jennie at: <jenniethomas@juno.com>.

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# Little Jack's Corner

by Jack Donohue



I've always been a bag man. Not the kind that delivers bags of money, I just fancy them. When you get me in a store, I gravitate to the bag aisle. You might say it's my bag.

Once at the LL Bean outlet, I bought this garment bag sort of thing about three feet square, with a shoulder strap. I thought this would be great for carrying my stuff on business trips. After a couple of trips to the airport with the bag flopping around at every bump, I decided this was not the case. I would have to invest in a proper messenger bag.

I have all sorts of seat bags. If you have a rear rack, you can get one of these trunk things, about the size to hold a six pack (not that I've used it for that, just a convenient point of reference). These can be crammed full of all sorts of stuff, as Mrs. D. will attest to when we had one on the tandem. It being a shared compartment, Susan filled it with the equivalent of a pocketbook and an overnight bag. My portion was relegated to the spare tube and tire irons (really tire plastics these days). A breakthrough occurred when we bought this fancy waterproof bag from Pamela for our other tandem. It was big and fastened to the seat so no rack was required. Susan had to trim down to just the contents of a pocketbook, and I still had my tube and tire plastics.

My touring bike sported a rather large saddle-

bag I made from a Frostline kit many years ago. It contained a pretty complete tool kit, which after many rain storms and residence in said bag for many years had been reduced to a pile of unrecognizable rust. I finally disinterred the contents of this bag a couple of years ago, after concluding I was probably not going loaded touring again any time soon, and even if I did, the contents of the saddlebag were for the most part useless. On the other end of the spectrum were the little seat bags for my racing bikes (or should I say "going somewhat faster

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## I've gone through several generations of bags commuting.

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than my cargo bike" bikes). I had one sort of tubular one for many years, until the nylon straps wore through from years of bouncing around. This was superseded by a really tiny whiz bang aero racer bag, where my tube and plastics were fighting for room. Then I got this affair that had a snap on connection so you could take the bag off and use it on another bike. It came in two sizes, the mondo size if you wanted to pack for a fortnight, and a more normal one, which had could fit the tools and tube and even an article of clothing. It also had an outside compartment for a water bottle (or a can of paint if it were arrowing season).

I've gone through several generations of bags commuting. In the early days, I actually used panniers, but had several catastrophes with them, including the loss of a pair of shoes, until I switched to the Big Blue Bag. The BBB was a regular soft sided luggage thing that I somehow lashed to the rear rack transversely. I slipped the straps over the seat, so even if the whole thing fell off, it would still be attached to the bike. That was my main stay for many years. But then I got in with a fast crowd, and realized that carrying a huge bag sideways was not very aerodynamic. So the duffel bag era began. I found a big blue duffel bag that could hold all my stuff and be mounted parallel to the direction of travel, greatly reducing drag. The BBDB was fastened with black rubber bungee cords I found in the road. These could be adjusted in size by tying knots in them so that the proper tension was achieved. The beauty of this is that if you had more stuff in the bag, the cords would stretch tighter to hold the heavier load.

Then I moved into messenger bags. I bought one since I had already bought every kind of bag known to man and still had not sated my bag lust. It took a while for me to get used to it, but I gradually became convinced that this was the ideal way to carry stuff to work. I've been using them for several years now, but still kept the rack on the commuting bike, just in case. I finally took the plunge and removed the rack from bike. Now there's no going back.

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## Letters to the Editor

### Re: "On Signaling" in the November issue

I generally agree with Paul Schimek, but have a few comments. Regarding stopping in an emergency situation, it is very effective to raise your butt up off the seat, as not only does this slow you down, but is a clear visual signal to those behind you and doesn't require removing your hands from the bars. I very much disagree with Paul's statement that, "Signaling turns is mostly a courtesy" - after all, this is a safety column, not a courtesy column. I'm admittedly retro, but think it is better to signal a right turn with your left arm. Whenever I see a cyclist pointing with their right arm I think they're showing me something interesting in the landscape. Right turns are generally more useful for other cyclists than motorists and I feel there is value in consistently using your left

arm to make all signals. I also feel that using the right arm can distract a following rider from concentrating on the road and traffic - which will be to the left.

Charles Hansen

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Holiday Party - Continued from page 1

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](mailto:dgblake@rcn.com)).

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We Want You - Continued from page 1

party, but no one has been willing to actually do it.

The situation at the century prompted a discussion about volunteerism on the CRW email list. Several good ideas came out of that as did a couple of nice offers of help from people outside of CRW.

To address the chronic volunteer shortage in the club, the CRW board has formed a committee to look into how we can attract more volunteers. The committee will start by looking at what other clubs do that seems to work and by talking to the people who have offered help and suggestions. We have already come up with a few ideas. If you would like to serve on this committee or if you have ideas you would like to contribute, contact Andy Brand at [abrand@alum.rpi.edu](mailto:abrand@alum.rpi.edu).

# October Mileage Totals

2 6 7 8 6 8

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Gerald Goode	11799	-	-	8	Larry Murphy	4210	10	-	-	Susan Grieb	1608	-	-	-
John Bayley	10473	8	8	5	Darrell Katz	4069	-	-	-	Lincoln Ross	1485	-	-	-
Pamela Blalock	9315	8	8	5	Douglas Cohen	3990	3	1	-	Mike Hanauer	1451	-	-	-
Bruce Ingle	8781	10	9	3	Larry Kornetsky	3934	3	-	-	Greg Tutunjian	1358	2	-	-
Don MacFarlane	8758	10	2	4	Ken Skier	3802	5	2	-	Cynthia Snow	1154	-	-	-
Robin Schulman	8461	9	4	4	Frank Aronson	3685	5	3	-	John Kane	1060	-	-	-
Jack Donohue	8291	-	-	3	Marilyn Hartman	3605	5	3	-	Elaine Stansfield	1007	-	-	-
Glen Reed	7825	5	5	2	Marc Baskin	3355	2	1	-	Jeff Luxenberg	896	-	-	-
Jim Krantz	7089	7	5	5	Bill Widnall	3317	8	3	-	Rich Whalen	759	-	-	-
Mike Kerrigan	6924	3	3	1	Joseph Moore	3315	6	-	-	George Caplan	586	-	-	-
Paul Hardin	6907	7	4	3	Gabor Demjen	3306	5	4	-	Michael Morrissey	571	-	-	-
Steve Robins	6778	-	-	1	Kent Anderson	3004	5	3	-	Tracey Ingle	487	-	-	-
Tod Rodger	6493	6	2	1	Walt Drag	2790	7	5	-	Jacob Allen	109	-	-	-
Irving Kurki	6003	8	4	1	John Springfield	2759	-	7	-					
Richard Taylor	5753	10	9	-	Bob Sawyer	2753	-	-	-					
Janet Tortora	5524	5	4	-	Craig Weiner	2702	4	1	-					
Edward Boches	5400	5	1	1	Sumner Kagan	2647	1	-	-					
Winslow Green	5071	3	2	-	Dan Freedman	2554	2	-	-					
Dick Arsenaault	4819	5	1	-	Rudge McKenney	2544	2	1	-					
Butch Pemstein	4764	-	-	-	John Allen	2376	2	1	-					
Jean Orser	4675	4	3	-	Nick Linsky	2318	2	-	-					
David Wean	4659	4	-	-	Ed Hoffer	2313	-	-	-					
Linnea Olson	4658	7	4	2	Emil Chiauzzi	2143	2	3	-					
Don Mitchell	4494	4	1	-	Bill Hanson	1991	-	-	-					
Peter Knox	4362	3	3	2	Cynthia Zabin	1889	-	-	-					
Joe Repole	4222	10	10	-	Henry Marcy	1828	1	-	-					
Joseph Tavilla	4215	-	-	-	Marc Webb	1625	4	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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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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617-354-0907

### Back Bay Bicycles

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### Bicycle Bill

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### Bike Express

96 N. Main St., Randolph  
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### Bikeway Source

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842 Beacon St., Boston  
617-236-0752

### Broadway Bicycle School

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617-868-3392

### Burlington Cycle

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### Cambridge Bicycle

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978-443-6696

877 Main St., Waltham  
781-894-2768

### Grace Bicycles

1566-A Washington Street,  
Holliston  
508-429-9177

### Harris Cyclery

1355 Washington St., W.  
Newton  
617-244-1040

### Harvard Square Bicycles

36 J.F.K. Street, Cambridge  
617-441-3700

### International Bicycle Center

89 Brighton Ave, Allston  
617-783-5804  
66 Needham St., Newton  
617-527-0967

### Landry's Bicycles

151 Endicott St., Danvers  
978-777-3337  
1210 Boston Providence  
Turnpike (Route 1), Norwood  
508-440-0310

790 Worcester St. (Route 9),  
Natick  
508-655-1990

276 Turnpike Road, Westboro  
508-836-3878

### Marblehead Cycle

25 Bessom St., Marblehead  
781-631-1570

### National Ski and Bike

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

### Northeast Bicycles

102 Broadway, Rt. 1, Saugus  
781-233-2664

### Pro Cycles

669 Main St., Wakefield  
781-246-8858

### Quad Cycles

1346 Massachusetts Ave,  
Arlington  
781-648-5222

### Ski Market, Ltd.

322 South Bridge St., Auburn  
508-832-8111  
860 Commonwealth Ave,  
Boston  
781-890-1212

### Ski Market, Ltd. (cont.)

400 Franklin St., Braintree  
781-848-3733  
CrossRoads Ctr., Burlington  
781-272-2222  
Endicott Plaza, Danvers  
978-774-3344  
686 Worcester Rd.,  
Framingham  
508-875-5253

### Southampton Bicycle Center

247 College Hwy.,  
Southampton  
800-527-9784

### St. Moritz

475 Washington St.,  
Wellesley  
781-235-6669

### Town and Country Bicycle

67 North St., Medfield  
508-359-8377

### Travis Cycles

7 Oak St., Taunton  
508-822-0396  
722 N. Main St., Brockton  
508-586-6394

### Wild Women Outfitters

397 Massachusetts Ave,  
Arlington  
781-641-5776

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Charles River Wheelmen

1 Gleason Road  
Bedford, MA 01730

## Join/Renew The Charles River Wheelmen

New Membership  Renewal Please check one

In consideration of being permitted to participate in any way in the Charles River Wheelmen (CRW) sponsored bicycling activities, I for myself, my personal representatives, assigns, heirs, and next of kin:

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

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

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

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

Date

Date of Birth

Signature(s)

Name(s)

Address

Phone (eve.)

e-mail

(day)

We sometimes allow bicycle-related companies the use of our membership list.

Check this box if you don't want to receive mailings from these companies.

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

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

PAPER via Postal Service  ELECTRONIC via email

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

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

**Make check or money order payable to Charles River Wheelmen and send completed form and membership fees to: Linda Nelson, 65 Hillside Ave, West Newton, MA 02465.**

I'd like to help with the activities checked below. Please have someone contact me:

Ride Leader  Publicity  Legislative Action

Safety  Membership  Newsletter

Host a post-ride party  Special Events

Other \_\_\_\_\_



### Change of Postal or E-mail Address?

Submit the changes at our web site: <http://crw.org/MemberInfo.htm> or mail the changes to our Membership Coordinator at the address above.