

Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXX, Number 1 · January, 2006

CRW Dine-Out Series Redbones Again

Thursday, January 19, 6:30PM

Join your CRW friends for dinner at RedBones, a well established, much loved restaurant located in Davis Square, Somerville. RedBones has become a favorite for many folks over the years, most likely due to its authentic down-home-style Southern food, its unique ambience, and the genuine friendliness of its staff. Redbones also offers 24 fresh microbrews on tap.

Please RSVP to Ed Glick, (978) 758-0100 or social@crw.org up until day of event so count can be provided. Free parking in municipal lot after 6:00PM.

New Saturday Rides Coordinator

The CRW Rides Committee is delighted to have Eli Post join us as the Saturday Rides Coordinator. Eli has been a member of CRW for several years and is well known among the Wednesday Wheelers. Eli brings some good ideas and a lot of enthusiasm to the job. Please get in touch with Eli (saturdayrides@crw.org) if you'd like to lead a Saturday ride in 2006. Check <http://www.crw.org/rides/2006Rides.htm> to see the list of currently open dates.

Highlights Inside

Board Meeting Minutes.....	3
Recurring Rides	4
January Rides	5
Doing the Right Thing	6
A Touring Life.....	7
Bike Ride - age 72	7
Interview with Grant Peterson	8
Indoor Challenge 2006	9
Little Jack's Corner	10

Things that Go Bump on the Road Part 1

This is Part I of a two-part series discussing some of the things that can go wrong when you're just riding along, minding your own business—and what to do about them. Part I is dedicated to *bike shimmy*.

It's a god-awful experience. You're bombing down a steep, hairy hill. That's scary enough, but suddenly things get way worse. Your bike starts to wobble violently, handlebars rapidly swerving back and forth. You're hanging on for all you're worth. You just know you're going to crash, and you know it's going to be ugly at this speed. Somehow, you manage to stop without crashing. After you stop shaking and regain your composure, you check your bike from stem to stern. Nothing's broken, bent, or loose. Your bike's in perfect mechanical condition. Now, what the heck was that all about? You've just experienced bike shimmy—also known as speed wobble. There's no mistaking it for anything else, and you'll never forget the experience.

What is bike shimmy? Every object has a natural frequency (actually, multiple natural frequencies, but usually only one of them is of practical significance) at which it tends to vibrate. If a stimulus causes an object to vibrate at its natural frequency, the results can be dramatic. One example is a violin string producing a beautiful note. Another example is the tragic failure of the Tacoma Narrows suspension bridge in November 1940. After being open only a few months, vibrations induced by the wind matched the natural frequency of the bridge. The bridge began to oscillate wildly

and self-destructed within minutes. You and your bike also form a system that can vibrate if excited at its natural frequency.

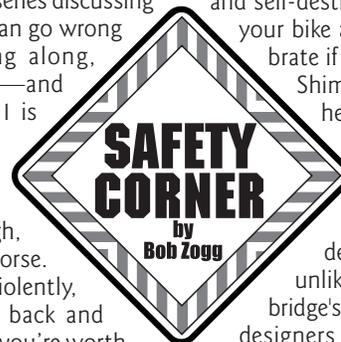
Shimmy is a vibration in which the head tube oscillates laterally several times per second, causing the handlebars to swerve back and forth at the same rate. Engineers now know to design a bridge so that wind is unlikely to produce vibration at the bridge's natural frequency. However, bike designers can't always prevent shimmy solely through design because each rider is different and impacts the natural frequency of the bike/rider system differently.

Fortunately, most riders rarely or never experience shimmy. Conditions have to be just so. Forward motion provides the energy to drive a shimmy, so high speed contributes. The gyroscopic forces of a fast-spinning front wheel may also contribute. However, shimmy can occur at lower speeds if riding hands-free. Other factors

include descending steep inclines that shift weight to the front tire, and heavy rear panniers or saddlebags (especially if loosely mounted). Large bike frames, especially if not sufficiently stiff, have a greater tendency to shimmy. Having too short a reach to the

handlebars can also contribute. Perhaps most important is the rider him or herself, as excess muscular tension reduces the body's ability to dampen shimmy. These factors by themselves will not cause shimmy, but simply make the bike more prone to shimmy. Something still needs to trigger the shimmy, such as a bump or rough pavement, a stone, or cross

Safety Corner - Continued on page 3



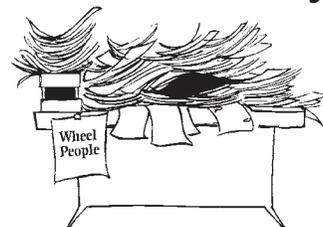
Shimmy is a vibration in which the head tube oscillates laterally several times per second, causing the handlebars to swerve back and forth at the same rate.



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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Intro Rides.....	Jenny Craddock.....	617-332-4098
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Wednesday Fitness and Masters Ride.....	Coleman Rogers.....	617-969-3403
Wednesday Wheelers.....	Dick Arsenault.....	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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WHEELPEOPLE STAFF

Copy Editor.....	Jack Donohue.....	781-275-3991
Production Editor.....	David Cooper.....	781-483-6960
Advertising.....	Marty Weinstock.....	617-491-6523

INTERNET STAFF

Web Site (http://www.crw.org)	
Webmaster.....	Gary Smiley..... webguy@crw.org
Picture Gallery.....	Rory Dela Paz..... rdelapaz@mindspring.com
Touring.....	Andy Meyer..... asm@ameyer.org
E-Mail List (CharlesRiverWheelmen@yahoo.com)	
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For more information please contact Marty Weinstock at 617-491-6523			

CRW Board Meeting Minutes

December 6, 2005

In Attendance

Board Members (4): Eric Evans, Andy Brand, Don Blake, Janet Tortora, and Bill Widnall (ex officio)

Minutes (Janet Tortora)

Minutes from the November 11, 2005 were postponed until the January 3rd meeting for lack of a quorum.

Reports of Officers, Coordinators, and Standing Committees

President (Eric Evans)

Accomplishments for 2005

Eric Evans, cited the following accomplishments for the past year: extended trip policy formalized and implemented, 501c3 (non-profit) status approved, new vice president of finance (who has recently moved away), number of pages in WheelPeople are more flexible, and the postage has been lowered.

Goals for 2006

Eric Evans stated the following goals for the next year: to get the finance committee active and running, to work with the volunteer committee to expand the volunteer base, to assist with the celebration of the 40th anniversary of CRW, to revive the bike shop program, and to leave the club in better shape than he found it.

2006 CRW Board Meeting Calendar

Eric Evans presented the following dates for the Board meetings: January 3, February 7, March 7, April 4, May 2, June 6, no July meeting, August 1, September 5, October 3, November

7, and December 5. The following dates were tentatively proposed: 40th Anniversary Ride – July 9th or August 27th, Awards Banquet – November 9, Holiday Party at new location TBD on Friday, December 8.

Rides Committee (Connie Farb)

Connie Farb reported by email that Eli Post has filled the Saturday Rides Coordinator position. The 2006 Rides Calendar is mostly empty because of the cancellation of the banquet. The Rides Calendar will be at the Holiday party. The work to fill it will begin in earnest after the first of the year. The ride leader gift for 2006 will be seat bags with the CRW logo.

Bob Zogg, Chairman of the Safety Committee, reported by email that his committee hopes to offer skills training in 2006. The possibilities include:

- Short, informal sessions just prior to weekend (probably Sunday) rides. Need a volunteer to coordinate this.
- "Ride Coaches" who ride with a small group of interested participants on a weekend ride to offer tips along the way. Need a volunteer to coordinate this.
- Some sort of training as part of the Introductory Ride Series (Eli Post is the coordinator).
- Skills workshop hosted by The Bikeway Source. Guy Minnick is coordinating.
- Promotion of MassBike training courses.

Eli has also volunteered to assist with safety on Wednesday Wheelers rides. He's drafting a safety manual for WW rides (which may already be complete).

Charity Rides

The Board reaffirmed the current charity ride policy.

Membership (Linda Nelson)

Barry Nelson, reporting by email, gave the membership numbers for November 2005: 1070 current memberships, 1282 current members, 22 expired members, 16 new members, 16 renewed members.

Old Business

Holiday Party/Awards Banquet (Don Blake)

Don Blake reported that everything is ready for the holiday party/awards banquet on Friday, December 9th

Status of Financial Filings (Bill Widnall)

The federal filings were done several months ago. The state filings are in the process of being completed.

New Business

New Merchandise Proposal (Eric Evans)

Eric reported that Ken Hablow, Coordinator of Merchandise, has recommended ordering 100 more CRW jerseys using the current design. The jackets are more expensive and have a much lower demand, so Ken will be checking with vendors about price per quantity. Additionally Eric and Ken talked about getting baseball hats/t-shirts commemorating the 40th anniversary of CRW.

40th Anniversary Ride

A coordinator needs to be found for the 40th anniversary ride. The Board discussed various ideas for the ride, but will seek out a coordinator first.

The next Board Meeting will be held on January 3, at 7:00 PM, at the Hancock United Church of Christ, Room 208, Lexington.

Respectfully submitted,

Janet Tortora
Secretary

Safety Corner - Continued from page 1

winds. Shimmy can be worsened if the rider attempts to correct the shimmy by actively returning the handlebars to center. The rider cannot react fast enough and tends to drive the handlebars too far, thereby amplifying the shimmy. Shivering (from cold or from fear) can also feed shimmy, as the frequency of human shivering often matches the natural frequency of the bike/rider system.

To reduce the chances of shimmy (and for better downhill control in general), maintain proper posture when descending:

- Grasp the handlebars in the drops, keeping the brake levers within easy reach. Grip the bars lightly
- Slide your hips back on the saddle to take some of the weight off the front tire
- Position the crankarms horizontally
- Divide your weight between the pedals and the saddle, and gently squeeze the nose of the saddle between your thighs
- Relax your knees and elbows, so that your legs and arms can absorb shocks.

Limit your speed to your comfort zone to help you stay relaxed. Brake and steer gently—a little goes a long way at high speeds. If it's cold, add layers before descending so that you won't shiver.

Shimmy can be worsened if the rider attempts to correct the shimmy by actively returning the handlebars to center.

If your bike starts to shimmy, keep your cool. Despite how it feels, the chances are excellent that you'll be able to ride it out. Look ahead so that you stay on the road. To help dampen the shimmy, experts suggest raising yourself slightly off the saddle, placing one knee against the top tube, and/or squeezing the top tube between both knees. Hard braking shifts weight to the front tire, which tends to increase shimmy. However, increasing speed (i.e., not braking on a steep descent) also increases

shimmy. Brake lightly to trim speed gradually. If you can, relax your grip and avoid wrestling the handlebars. Executing any or all of these measures will require great discipline once a shimmy has started. It's best to execute them before a shimmy develops—when you first feel unstable or notice yourself getting tense.

Disclaimer: Bike shimmy is a complex and poorly documented phenomenon, and the experts sometimes disagree on its causes and cures. In the author's opinion, David Gordon Wilson [1] is the most credible among the sources used.

Sources:

- 1) Wilson, David Gordon; *Bicycling Science*; Third Edition; The MIT Press; 2004.
- 2) www.spectrum-cycles.com/615.htm
- 3) www.sheldonbrown.com/brandt/shimmy.html
- 4) <http://64.78.31.35/tips&info/downhil.html>

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



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 AM. 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.



CRW Trips

35th Annual Tour of Scenic Rural Vermont, TOSRV-East

Friday-Sunday, June 9-11, 2006

Join us for this classic Vermont weekend tour, biking through the Green Mountains as we pass quaint towns, dairy farms, ski areas, and eateries. Friday night we stay in a motel in Ludlow (new location this year). Saturday we bike 100 miles to a B&B in Waitsfield, returning 100 miles on Sunday by a different route. We try to stay on the valley roads as much as possible, but expect some serious climbing (sometimes over 10% grade). To enjoy this tour make sure you can bike 100 miles in less than 8 1/2 hours. Helmets are required.

Cost of \$120 covers Friday night lodging at the motel in Ludlow (double occupancy), Saturday night lodging at the B&B, Saturday dinner, Sunday breakfast, Sunday showers at the Ludlow motel, official patch, map, cue sheets, baggage transport, and weekend parking at the Ludlow motel. You are responsible for all other food along the way. Strictly limited to 30 riders.

For info and registration form, email John Springfield at spring6@comcast.net

CRW in CYBERSPACE 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.

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



January 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.

Happy New Year

Sunday – January 1

Times: 11:00 AM

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

Leaders: Eric Ferioli (781-235-4762)

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

The Great White Metrowest

Sunday – January 8

Times and Routes: 10:30

Ride Type: Map and/or Cue Sheet

Leaders: Joe Repole (508-879-6340)

Highlights: See the Wayside Inn, the Grist Mill, Martha Marys Chapel, and maybe visit the highest point in Framingham.

Start: 15 Gryzboska Circle, Framingham.

Directions: From Mass Pike take exit 12, go east on route 9 to Temple St. (2nd traffic light), take right on Temple St. If you are taking route 9 west, go left (south) on Temple St. At the end of Temple St. take a right onto Salem End Rd, then the first right off Salem End onto Gryzboska Circle. Park on Gryzboska, not on Salem End.

Round Carlisle

Sunday – January 15

Times: 10:30 AM

Ride Type: Map and/or Cue Sheet

Leaders: Jack Donohue (781-275-3991 before 9PM)

Highlights: We'll see how many times we can circle Carlisle without getting dizzy.

Start: Bedford Center

Directions: Take Rt. 128 to Rts. 4/225 to Bedford Center, turn left onto Mudge Way to the Bedford Library Parking Lot.

Cunningham Park

Sunday – January 22

Times: 10:30

Ride Type: Map and/or Cue Sheet

Leaders: Eric Ferioli (781-235-4762)

Highlights: A ride along the Quincy shore guaranteed to add some color to your nose. Note: if there is snow, there is the option of cross-country skiing in Cunningham Park. This ride was originated by Jim Merrick, who moved to Maine because the Massachusetts winters were too mild.

Start: Cunningham Park, Edgehill Road, Milton.

Directions: From Rt. 128/93 South take Rt. 28 North about 3 miles, turn right on Pleasant St. 1 1/2 miles to Cunningham Park on the right.

Weston

Sunday – January 29

Times: 10:30 AM

Ride Type: Map and/or Cue Sheet

Leaders: Eric Ferioli (781-235-4762)

Start: Weston Town Hall, Weston Center

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

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OUR 21st YEAR!

Doing the Right Thing is No Accident

by Nancy Kinlin

Although I know stories like this exist, I haven't heard one. A few months ago, while relocating her 20-year-old daughter to the campus at the University of Arizona in Tucson, my colleague Pam had a collision with a cyclist.

Both were doing everything right while making their respective left hand turns at a large intersection. The cyclist, Alex, had on a helmet as well as front and rear bike lights. Pam approached the turn cautiously. Still, neither saw the other in time to stop. Gratefully, no

one was hurt, but Alex's bike was completely destroyed.

Here's the part of the story that some of you reading this article may be able to second, but not me. I've not known another motorist to respond to a cyclist in such a profound way.

Tucson, like Boston, is filled with bicycle commuters. Many of them do not own cars because of favorable weather year round and an extensive system of well-marked lanes for safe travel. Such was the case for Alex. Stranded without his bike, he couldn't get to his job or his classes so Pam:

- 1) drove him to work which was where he was heading when hit;
- 2) picked him up later and drove him home;
- 3) picked him up the next morning to bring him to school;
- 4) paid \$350.00 for his replacement bike.

Personally, I've had only a handful of mishaps with motorists in over 20 years of riding. I was "doored" a long time ago and have been intentionally run off the road. Recently someone tried to knock me off my bike through an open car window. Mostly, I've been respected and left alone. I have heard my share of accounts about run-ins or near misses from both cyclists and motorists, often told with a certain road hard indignation. Because I ride my bike daily to work where I share an office with Pam, I like to think that I've maybe influenced her attitude towards cyclists.

But the real story here is one person's generosity. In a world increasingly shaped by the paradigm of "us versus them", whether on the road or in our hearts, Pam's exquisite acts remind of us that we can always choose kindness.

Letters to the Editor

I've read in *Wheel People*, from time to time, about health issues, and thought I should describe my experiences with carpal tunnel surgery. Which were very positive.

My right wrist would go to sleep after riding for not much more than 20 minutes. By taking my hand off the bar and shaking it, it would go back to normal, but not for long.

My left wrist also began doing this, and both were getting progressively worse. Similar things would happen at night while sleeping: I'd wake up with my hands numb.

So in November, 2004, a few days before thanksgiving, I had surgery on my left wrist. Shortly after Christmas, I had the right one operated on. Both were a total success; I've never been bothered with those symptoms since (and have ridden over 4000 miles since then).

The recovery time was very short: although my wrists were kind of sensitive, I could ride at least some after a week or so.

As long as I'm writing, I'd like to mention that being a member of the Charles River Wheelmen is a great deal. I don't get to many of the rides. I mean to, but I've only been to a few (I worry that I'm too slow). But the discount at local bike stores has paid for the membership many times over.

Darrell Katz

I have some comments about a couple of articles I read in the December newsletter.

One most important item I feel was left out is that a winter bike needs fenders. Fenders keep crud from being thrown up your back, like the woman who was in the club and rode coast to

coast regretted not having fenders, because of mud getting in her hair when it rained.

The largest of the wedge type bags that attached to the saddle support wires and were made by Kirkland and Blackburn were large enough to block the "rooster tail" thrown up by the rear wheel, but you still need a front fender.

While you need to wipe down the bike if you have been riding in the winter when the roads were wet, fenders help localize the sand and chemicals thrown up by the wheels.

Four of my five bikes still have toe clips and straps, and there were covers made to go over the toe clips and you still need booties. My touring bike is my winter bike, it always has fenders. All I have to do for winter is change the pedals to ones that the toe clips are spaced out on bushings to accommodate the larger winter cycling shoes.

All the clothing I have to wear for winter cycling I refer to as armor. Sometimes on a winter ride if I went into a store people would look at me because of the clothing as "which planet did you fall off?"

As far as your bike rotting out after one winter, I have had my touring bike 25 years and it was repainted five times.

The article about buying a new road bike, I feel you will to some extent be buying the bike blind. Usually a test ride will consist of a ride around the block, and I do not know any shop that will allow you to take a bike out for a whole day. I am at a disadvantage here since I build my bicycles from the frame up and a shop would not want to build me a complete bike I may not want, and anyway I want to build the bike myself. One of the reasons for this is that one of my clients bought a completely custom built bicycle with custom built frame and it took nine hours of my work

to make the bicycle road ready after the shop had given it to her.

I know I am immune to road shock and I prefer a criterium geometry. One friend told me the Holdsworth Professional (English) was their criterium frame so I went to International Bicycle Center and had Harold put a set of wheels on the frame, the bottom bracket measured 10 7/8" high and so I bought it. The bike is fine. So much for a test ride. I decided to buy a Klein Team Super after I took a half hour ride on one set up for racing. At that time, the Team Super was the top of the line Klein, and it was built out of aluminum. Now Klein bikes are built out of carbon fiber.

Something to keep in mind, I bought the frame one size larger than my leg length would usually indicate in order to get a long enough top tube, and still had to use a 135mm stem extension.

While the Klein was a little tighter than the Holdsworth, the Klein aluminum absorbed road shock better than 531 double butted throughout.

When I first got the Klein together, I did not know if I would like it. I do, but it is not a forgiving frame. I ended up more times on my ass than all my other four bikes combined.

Several years ago, Nina bought a good bike, I think it was a Bianchi. She never liked it, and finally got rid of it, my running into her coming back from Montreal did not help.

So unless you have been riding many, many moons, you will probably never buy your last bike, but you may still keep that first quality.

I started riding a multi speed derailleur equipped bicycle when I was 13 years old in 1967 and have been a CRW member since 1973.

Jacek Rudowski



A Touring Life

By John Springfield

O Cheyenne!

In 1971 I served as a Vista Volunteer in southern Illinois. For my vacation I decided to bicycle across southern Illinois, angle up through Indiana, and spend some time at my brother's house in southern Michigan. I brought along a small tube tent, sleeping bag, and gorp (raisins, peanuts, and chocolate candy).

Now if you're biking in the Midwest in the summer, expect lots of humidity and heat. I had two or three water bottles, but somewhere in Illinois I ran out of water. There were no towns or stores to be seen. Then I spotted a "rest area" where several cars had pulled off. Some folks were having little picnics, and drinking soda pop.

"Ah ha," I said to myself. "Surely I can bum a can of pop from someone."

Well, it was as if I were asking to drain their radiators. Car drivers simply do not understand bicycle drivers. They have air conditioning. They have windshields. We have sand in our eyes and little bugs in our eyebrows. And we, uh, smell funny. So when I spied a man opening his ice chest FULL of soda, I figured that his southern Illinois hospitality would kick in. Only when I offered to pay for the pop did he finally give me a can. I begrudgingly thanked him, he grunted at me, and I chugged the contents in one long gulp. I vowed never to run out of water again.

The next day the sun baked me as I cycled down a long treeless highway. It was impossible to avoid the bubbling tar on the pavement as it popped under my tires. Finally, after miles of corn fields, I saw a solitary tree up ahead. This was going to be a well-deserved rest stop. I stretched out under the tree, poured some of my precious water on my bandanna, placed the bandanna over my eyes, and commenced to take a snooze.

"Hey. You there. You can't stop here!"

I looked around and saw a ferocious dog attached to a man. Tired, half awake, I responded that I wasn't hurting anyone by stopping here. And besides, I wasn't on his property. Well, now, this is not the thing to stay to a State of Illinois prison guard. He is the judge, jury, and prosecutor in his world. He expects people to obey.

"Look, kid. See this tall fence. This is part of the state prison. You are trespassing. I highly suggest that you get up and move on down the road. Now!"

Now I could have brought up the Bill of Rights, the trespassing laws of Illinois, and the unwritten rights of the touring cyclist. After all, I was not a kid. I was 22. But I looked at him, I looked at the snarling dog, and thought about a night in jail. I surmised that the inmates would not be amused with my lack of trading cigarettes. And it would be hard to cycle after some of my body parts were permanently rearranged..

"Uh, okay, sir. Let me just get my things together and I'll be moseying along."

After I left, I imagined myself part of some prison escape plan. My job would be to quickly stop near the fence, throw the breakout tools over the fence. That night Buggy would somehow escape (tunnel?) from the main prison, run undetected across the field to the fence, find the tools, cut the fence, and jump on the getaway bicycle...

Okay, back to the story. What does this have to do with Cheyenne? I'm getting to that. Once I crossed into Indiana, I headed north toward Lafayette. It seemed like a reasonable enough place to stay. There was probably a state park or campground nearby. But there was one problem. It was 125 miles away. By the time I arrived at the outskirts of town, it was 10 o'clock at night. As in, very very dark. I needed a place to camp. I figured that going too close to the lights in town was not a good idea. Then I noticed a relatively flat grassy area next to a small stream. This was going to be my spot. I got as far away from the road as possible. I was so tired that I didn't eat. Just crawled into by sleeping bag, and tied the drawstring so that only my face was exposed. On my back, I looked up at the stars, and quickly fell into a very deep sleep.

Now when you sleep out in the open, you expect a little dew in the morning. You sometimes feel the cool mist of a morning fog. But this morning was different. I felt something warm, as if someone (some thing) was breathing on me... Half asleep, I opened one eye. I wasn't sure what I saw. About two inches from my face was a gigantic creature with a huge tongue in a wide mouth, projecting its bad breath on me... Okay, I said to myself. If I move, this Thing may eat me. If I cry out, this Thing may eat me. So I stayed silent. I didn't move. Maybe he'll go away.

"Cheyenne! Cheyenne! Get over here," called Cheyenne's owner.

Being an obedient dog, Cheyenne promptly dismissed me with a slobbering snort, and ran back to his owner. I lifted my head just enough to see that I had camped in a school's athletic field. This was probably a favorite place for people to walk their dogs in the morning. And I was not part of the plan. I was an intruder.

So thank you, Cheyenne, for not taking a chunk of my face. Riding without a face would have presented some interesting logistical problems.

BIKE RIDE

September 24, 2005
— age 72

by Jay Kaplan

Both up before the sun to ready for a bike ride. Maps, water, gloves helmet, all collected.

The air, recently rinsed by dawn showers, was clean, warm and crisp all at once. The early fall morning sun pushed long shadows, texturing the landscape as two old men headed toward the sea.

Puffing our way to the top of a rise, suddenly the smell of the ocean at low tide was in our nose. The view, spectacular. Pristine beach, clear bright blue sky, and a long long horizon far out at sea. The stench of sea weed warming in the sun, the magnificent panorama of miles of undisturbed beach and horizon, all accompanied by the gentle rhythmic growl of surf washing sand made me realize the great privilege I enjoy.



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An Interview with Grant Peterson

by Sheldon Brown

I interviewed Grant Petersen of Rivendell in Las Vegas at the Interbike show:

Sheldon: Okay, I'm here with Grant Peterson of Rivendell cycles who has found us a relatively quiet corner of Interbike, which I did not think existed.

Sheldon: How ya doin' Grant?

Grant: I'm doin' OK, Sheldon.

Sheldon: So, what's new and exciting, or old and exciting, or just mildly interesting?

Grant: Here at the show?

Sheldon: Or in the Rivendell world in general.

Grant: People come by our booth and see the bikes, and they usually make some comment about how cool and retro it is and then they continue to walk on by them, and that's a little bit disturbing, but we're all getting used to that by now.

Sheldon: You ought to be.

Grant: Yeah, but overall I'm a little bit disturbed by the shape of modern bikes these days. And I mean that probably literally. I mean I think that saddles are high and skinny and the tubes are sort of out of proportion, at least for steel tubes. You know I look at them - I'm used to slender tubes on a bike and now, the tubes aren't really tubes anymore, and they all seem to have this similar look, you know that bladed high-volume carbon fiber look.

Sheldon: I prefer the term 'plastic.'

Grant: They are plastic, but you know, if they make people happy, that's good, but they aren't the kinds of bikes that make me happy. On the other hand it probably helps Rivendell because we don't have as much competition.

Sheldon: No, it's true. There's not much out there. I notice over at the QBP booth, this new Bleriot frame. That looked really tasty.

Grant: Oh yeah. That's a new frame that we're doing. It's the first frame that we've done in Taiwan. I approached QBP about the idea of us designing a bike and having them distribute it, and the advantage to us is that we can sell it also and we will have

better delivery of the frame because they will warehouse them.

Sheldon: That's always been an issue with your stuff.

Grant: Oh yeah, it's a real pain in the neck.

Sheldon: They've got a lot deeper pockets.

Grant: Yes they do.

Sheldon: And have a huge warehouse.

Grant: Yes, and it's also a 650B bike. and so it's a chance for 650B to make it into the mainstream and maybe (it's not going to get a huge toehold, but maybe a baby toehold) and become more available because, although there's nothing really magic about the size, it's an old established size that made sense when it came about (I think in

the 40s or 50s) and it still makes sense. And it's a good bike and the Bleriot is a lugged steel frame.

Sheldon: It's very pretty.

Grant: Well thank you.

Sheldon: There'll be some pictures on the website I took.

Grant: Oh good. We're counting on that. Sheldon would at least take pictures.

Sheldon: I have to admit I'm a convert to the 650B also. I have my IRO aluminum fixed-gear bike originally now set up with 650B tires. It was never comfortable with 700Cs, because it would only fit really skinny ones. But now I've got 650x38s and I got fenders, and it rides comfortably now.

Grant: you know there are so many bikes out

... overall I'm a little bit disturbed by the shape of modern bikes these days.

I think the worst thing that's happening in bicycles these days and it's been happening for years is using racing and competition bicycles to sell bicycles to people who are not going to do that.

there now like tight clearance 700C bikes that are ready to be converted to 650B, but people don't really know that that's an option. But I know at least fifty of them have been done in the United States so far, and everybody is

happy with them. you know it doesn't change the standover height appreciably, in many cases not at all.

Sheldon: I did the math on that. As I recall, 650x38 and 700 by either 20 or 23 are exactly the same outside diameter.

Grant: Yeah, so the bottom bracket height, lean angle, pedaling clearance, all that's the same, you just have suddenly, a higher volume tire that you can run at lower pressure and more comfortable.

Sheldon: I'm really excited to see that quality is getting on the bandwagon too, because they are the biggest and best distributor and if they have it, any shop can get it. And it's not gonna be such a weird, oddball "retro-grouch."

Grant: I don't want it to be seen as a retro thing or an oddball thing or a freaky thing at all. I know it's maybe a little bit that way now, but quality can help that.

Sheldon: They can. And there's so many of these bikes out there that people bought because they were fast, and then they discovered how uncomfortable and fragile they were, and they're not riding them! And maybe they could.

Grant: I think the worst thing that's happening in bicycles these days and it's been happening for years is using racing and competition bicycles to sell bicycles to people who are not going to do that. I mean, it wouldn't happen in cars. You don't see people driving around in cars that people race on the drag strip or in NASCAR cars but that's the kind of bike that people get on and ride. It's not a practical bike for everyday living, but people, I don't know, they get caught up in the excitement of racing, and in the bike industry, everyone is sort of fretting about "what's going to happen

with road bike sales, now that Lance Armstrong is retired?" And that's a pathetic way to look at it. Normal people should be able to ride bikes and they should be able to be comfortable on a bike. Riding a bicycle is a fantastic thing, but if you have to dress like Lance (and I'm a Lance fan, by the way.)

Sheldon: Oh, who isn't?

Grant: If you have to dress like him and look like him and try to ride like him, you are not going to have a fun time on a bike. I would have a miserable—the most miserable rides I

ever do are the ones where I try to go fast. I try to go fast about once a week, and those are the rides that I don't like. I'm caught up in it a little bit, and everybody is.

Sheldon: It really bothers me, the concept that you need to wear special clothing to ride a bicycle.

Grant: I think that's what keeps people off of bikes. If you had to wear an odd-ball uniform to go buy a McDonald's hamburger, McDonalds would go out of business.

Sheldon: Good point.

Grant: People who don't ride bikes now, want to ride a bike, but they don't want to have to change who they are and their whole look. The look that you have may seem casual, what I'm wearing now may seem casual, but there's a certain amount of calculation in it. (Sheldon: He's actually wearing a cutaway coat, a white tie, a brilliant white shirt and patent leather shoes, but you folks can't see that.)

Grant: When somebody goes into a bike shop, they just want to buy a bike. They're investigating bicycles. They're not a bicycle person, but they think "well, I'm not gonna be a runner, and I wanna get some exercise, and riding a bike seems fun, and I used to do it when I was a kid, so I wanna do it now." Then they go

into a bike shop, and if somehow it becomes clear during the interrogation that they have a certain amount of money to spend, then it's guaranteed that they're going to be sold clip-

less pedals and the whole uniform. And they may get a road bike, and if they live in a hilly area, the gears are gonna be too high for them. The tires are going to be skinny and intuitively they'll think "boy those

tires are skinny," but they put so much trust in - I guess - the thought behind the bike, they'll think "This must be the way it is. I mean, they wouldn't sell me a bike that wasn't practical." But, in fact, a lot of impractical bikes do get sold. I don't know what hope there is.

Sheldon: Lately I see a lot of these wheels coming out that have like a dozen or sixteen spokes and so on. That really bugs me. Because people think it's a feature, actually what it is is the manufacturer did not want to spring for genuine Shimano hubs.

Grant: Oh sure.

Sheldon: So they got this off-brand stuff with just a couple spokes and it looks racy, but the fact is it's not going to hold up, and if the hub breaks down, you can't get replacement parts for it.

Grant: And it takes half the time to build if

it's got half the number of spokes. And a huge cost of any wheel is in the labor to build it. If they can reduce the number of spoke from 32 to 16, or to 20, they save a lot of labor. And you have to think - what are you gaining, a little bit of aerodynamics...

Sheldon: That's basically it, because when you don't have that many spokes, you need to have a heavier, stronger rim to hold the whole thing together. And they're not really lighter in many cases.

Grant: Oh no, they aren't lighter, and the aerodynamics don't make a difference. I mean, how much do you hate riding, that your 10 mile ride has to take you 15 seconds less? I mean, what is the whole point? It goes back to people not dignifying riding a bicycle unless it's in high performance terms. And it shouldn't have to be like that. It's that way maybe only in the United States. I'm not all that well traveled, but, when I see pictures of people riding in other countries, I don't see that happening. But if you think of a bicycle rider in the United States, that what you think of. You think of somebody who is living in another world, where he or she is a fast bicycle racer, and they're really just going out for a bicycle ride.

Sheldon: Well thank you very much, Grant. It's been good talking to you.

Grant: Nice talking to you, Sheldon.

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Indoor Challenge 2006

Too cold, snowy, icy, or rainy to ride outside? Not enough snow to cross country ski? Then take the Indoor Challenge!

The Indoor Challenge is a low-key winter fitness challenge. It is a fun way to motivate those who live in climates where the winter weather may be inhospitable for outdoor cycling. But riders in warmer regions can also participate. Riders track each of their indoor rides of two hours or greater and submit them for points.

Last year Bill Ingraham finished first. He logged 315 hours in 62 sessions. Afterwards he wrote:

"The greatest technological advance in bicycle engineering to date? The remote. You've seen the muscle beach weight lifter types? I tell 'em that no one ever died of a bicep attack. No one ever got hit by a semi riding a wind load either. Lots of riders have missed really good shows because they were outside riding."

Paul Zbiek took second; he rode for 133 hours and 30 sessions. Over the past three years Zbiek has raised over \$20,000 for charity while riding a spin bike

The Indoor Challenge runs November 1

through March 31, 2006. Rides can be done on any indoor bike. A ride must be at least two hours to earn points. A rider can take one 5-minute break per hour. Points are earned as follows:

First full two hours in a session 2 points
Next full hour (3rd hr) 2 points
Next full hour (4th hr) 3 points
Next full hour (5th hr) 4 points
Next full hour and subsequent full hours 5 points each hour

Participants who complete at least 40 hours total will be entered in a drawing for a copy of Velologger(tm) Version 3.01 software.

The Indoor Challenge is organized by the UltraMarathon Cycling Association. For more information and complete rules go to: <http://www.ultracycling.com/standings/indoorchallenge.html>

Any UMCA member can participate in the Indoor Challenge. Membership is just \$35 / year - or \$50 through the end of 2006. If you're not already a member, go to: <http://www.ultracycling.com/about/join.html>

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Little Jack's Corner

by Jack Donohue



I got a new toy for my birthday. The best I could come up with for presents was new socks, but Susan surprised me with a wrist GPS (and socks too!).

It's meant to be worn on your wrist, looks like a very big watch. I have somewhat of a phobia about wrist-watch-like things with lots of information. My very first FDGB after reaching puberty was in college. My parents had given me a stopwatch, so of course, I had to fiddle with it while riding my bike to class and ran into a pedestrian. Said ped fared a lot better than I did, who once again became one with the pavement.

I immediately realized that it had six or so buttons each of which produced a bewildering assortment of menus to do obscure things. I should point out that I am a great subject for usability testing, since given any device or program that has a number of options, I will invariably make every wrong choice before finally stumbling on the right one. And if there's a way to cause irrevocable damage, I will find it.

Nonetheless, I immediately started punching buttons to put it through its paces. After about a half hour of futility, I must confess to doing that which real men never do, I read the manual. Actually there were two manuals, the get started quick version and the bedtime reading version. After going through both of

them, I wasn't very much further along then when I started. I'm not really sure if I wanted a route or a track, or how to start one and stop another, etc.

So I went back to punching buttons, and eventually managed to get it to do a subset of useful things. I actually managed to put in some waypoints for the Apple Pi ride and download this to the GPS.

Then I set out to try to follow the route. Those that know me realize that although I've been leading this ride for about a decade, I don't actually know where it goes, and I find my way like everyone else by following arrows.

Since my mission was to put down new arrows, and the old ones might in fact be gone due to attrition or new road surfacing, I needed an auxiliary guide, hence the GPS. Just in case, I took a cue sheet as a backup.

One thing to worry about it that it won't do much until it figures out where it is. This involves latching onto several satellites, and when it has a quorum, magic starts happening. Problem is, it doesn't take much to block out the satellites, like trees, so if you're traveling on our favorite tree lined routes, the GPS is lost. I was riding along with it happily communing with three satellites, went past a tree and one went away. Sort of like satellite roulette.

I was happy to find that it did pretty well in general pointing me in the right direction. There was just one instance where two roads diverged at a very shallow angle that I had to consult the cue sheet. It draws straight lines between way points, so you can't tell exactly where you're meant to go. For right angle turns, it works fine. If it's a twisty road, the little man on the screen may appear to wander off course. Once I figured this out, all was well.

So I was merrily riding along when a dialog popped up on the watch. I couldn't of course read what it said, so I had to peer over my sunglasses Bob Newhart style. Now I am conditioned to little popup dialogs being something bad, so I figured it would say something like "dead battery" or "unknown fatal error, sayonara" but it actually said that a turn was coming up. My first reaction was wondering how did it know, and then I realized since I had programmed all the waypoints, it could perhaps figure it out. Once or twice it informed me of a turn after I'd made it, but it's the thought that counts.

My next adventure was with an old ride Pamela and John had invented. Hadn't been led in years, so arrows were nonexistent. A true test. Being a coward, I brought along a cue sheet, and managed pretty well without it except for a couple of dirt sections where more precision was required.

The real selling point is that it has a tracking mode that shows you where you've been, the electronic equivalent of breadcrumbs, so no matter where I roam, I should always be able to find home.

I have somewhat of a phobia about wrist-watch-like things with lots of information.

After about a half hour of futility . . . I read the manual.

New Welcome Members

Debra Angeloni Woburn
Bruce Atkins, Gail Cassin Newburyport
Allen Bachrach Acton
Eric Balles, Kathryn Balles Carlisle
J. Breen Lawrence
Daniel Buchanan Sudbury
Donald Burch Hyannis
Ken Carpenter Jamaica Plain

Thomas Connors
Tom Cronin, Pat Cronin
Dan Eshet
Kristen Falcon
Allen Freeman, Jodi Silver
Christine Fuchs
Stephen Greene
Juliet Hochman
Cory Johannessen
Sid Kaplan
James LaFond-Lewis,
Cheryl LaFond-Lewis
Steven Lampert
John McCabe

Needham
Winchester
Jamaica Plain
Wellesley
Quincy
Boston
South Boston
Sherborn
Roslindale
Sharon
Hyde Park
Brookline
Somerville

Zachary Morgan,
Cynthia Young Jamaica Plain
Gerry Morrissey Milton
Stephen Murphy Waltham
Paula O'Sullivan Roslindale
Lucas Pain, Mariel Pain Cambridge
Ronald Rakow West Roxbury
David Ruben Newton Highlands
Jason Rude Concord
Bill Stephenson Boston
Rick Williamson Boxboro
Jonathan Wolfson Boston
Marty Wrin Jamaica Plain
Cass Zelny Littleton

November Mileage Totals

3 0 2 4 2 9

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Rick Gowen	11645	3	3	4	Ken Hablow	4383	6	-	-	Henry Marcy	1915	1	-	-
John Bayley	11176	9	8	5	Larry Kornetsky	4349	3	-	-	Marc Webb	1777	5	1	-
Don MacFarlane	9776	11	2	5	Darrell Katz	4313	-	-	-	Susan Grieb	1675	-	-	-
Pamela Blalock	9695	8	8	5	Bob Sawyer	4166	-	-	-	Mike Hanauer	1536	-	-	-
Robin Schulman	9461	10	4	5	Douglas Cohen	4115	3	1	-	Greg Tutunjian	1459	2	-	-
Bruce Ingle	9071	10	9	3	Frank Aronson	4035	5	3	-	Cynthia Snow	1211	-	-	-
Jack Donohue	8961	-	-	3	Ken Skier	3976	5	2	-	Dan Pratt	1108	-	-	-
Glen Reed	8341	6	5	2	Bill Widnall	3854	9	3	-	Elaine Stansfield	1103	-	-	-
Steve Robins	7592	-	-	1	Chris George	3833	3	-	-	John Kane	1100	-	-	-
Jim Krantz	7453	7	5	5	Marilyn Hartman	3817	5	3	-	Jeff Luxenberg	922	-	-	-
Paul Hardin	7358	7	4	3	Otto DeRuntz	3787	3	3	1	Rich Whalen	787	-	-	-
Mike Kerrigan	7196	3	3	1	Gary Smiley	3778	4	-	-	George Caplan	595	-	-	-
Tod Rodger	6726	6	2	1	Joseph Moore	3755	6	-	-	Tracey Ingle	487	-	-	-
Richard Taylor	6398	11	10	-	Doug Hartley	3736	3	2	-	Jacob Allen	112	-	-	-
Irving Kurki	6143	9	4	1	Gabor Demjen	3669	5	5	-					
Edward Boches	5900	5	1	1	Kent Anderson	3185	5	3	-					
Janet Tortora	5796	5	4	-	John Springfield	2884	-	8	-					
Linnea Olson	5431	8	4	2	Craig Weiner	2876	5	1	-					
Winslow Green	5410	3	2	-	Walt Drag	2806	7	5	-					
Dick Arsenault	5320	5	1	-	Sheldon Brown	2675	-	-	-					
Butch Pemstein	5257	-	-	-	John Allen	2673	2	1	-					
David Wean	5142	4	-	-	Rudge McKenney	2568	2	1	-					
Peter Brooks	5041	8	5	-	Ed Hoffer	2524	-	-	-					
Andrew Brand	4905	5	3	-	Nick Linsky	2362	2	-	-					
Don Mitchell	4873	4	1	-	Bill Hanson	2212	-	-	-					
Peter Knox	4755	4	4	2	Cynthia Zabin	2076	-	-	-					
Joe Repole	4733	11	11	-	William O'Hara	2037	3	1	-					
Larry Murphy	4610	11	-	-	Lisa Weissmann	2033	3	-	-					

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 on the web site at <http://crw.org/mileage.htm> or email mileage@crw.org or call 781-275-3991

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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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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.) _____ (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.

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.

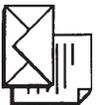
I'd like to help with the activities checked below. Please have someone contact me:

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/MembersInfo.htm> or mail the changes to our Membership Coordinator at the address above.