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# Wheel People

Newsletter of The Charles River Wheelmen

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On the roads of New England since 1966

Volume XXX, Number 3 · March, 2006

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## The CRW 40<sup>th</sup> Birthday Party

Sunday August 27 may seem like a long time from now but it gives us just the right amount of time to plan the “perfect celebration” of our coming of age. With your help we will have a wonderful event to look back upon.

Committees are being formed and the location of the 40th birthday ride is being discussed. If you are a past president of the CRW anticipate a telephone call asking you to be on the Past President’s committee. Past presidents, bring your memories as well as your riding buddies of the past to our 40th. We plan to look all of the way back to our inaugural ride and picnic as well as a look toward the future of a thriving and healthy bicycle club. Our club has not only stood the test of time but it has prospered. The January issue of WheelPeople tells us that our current membership is 1,282 compared to the original count of approximately nine charter members.

Watch for future announcements in the monthly issue of the WheelPeople.

Ralph Galen  
40th Birthday chairman and Charter Member

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## Find that Bike Shop

Thanks to Paul Hardin for coming up with the coordinates of our affiliated bike shops (offering discounts to CRW members), we’ve come up with a map of shop locations:

<http://crw.org/BikeShopsMap.htm>

Another cool use for the Google map API.

So, if you frequent a shop that’s not on the list, consider trying to recruit them for the Bike Shop program, and we’ll add them to the list.

## The CRW <sup>rd</sup>3<sup>rd</sup> Time’s a Charm Banquet

Since the Award Dinner was canceled due to a gas leak, and the Holiday Party was canceled due to snow, we figured we might have better luck holding a banquet at a new location. So on Thursday, March 9, at 6:30 we’ll get together at the Chateau in Waltham, 195 School Street. We will be presenting the 2005 awards, including a tribute to Al Bolea. We’ll also be giving away the door prizes graciously donated by area bicycle clubs. Since CRW is subsidizing this event, we’ve been able to hold the cost down to \$25 per person. There will be a choice of three entrees, includ-

ing a vegetarian option. A cash bar will be available. We can bring our own cake, so if anyone has creative cake ideas, e-mail Rita Long at [RitaCLong@comcast.net](mailto:RitaCLong@comcast.net).

The restaurant needs a firm headcount a week in advance. So checks for \$25 need to be received by Don Blake at 1 Gleason Rd., Bedford, MA 01730 by Friday, March 3. Unfortunately, no late reservations will be accepted, and we cannot accommodate walk-ins.

Hopefully the third time will be the charm and we look forward to seeing everyone there.

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## Volunteer for the Spring Century

It’s that time of year again — when a young cyclist’s fancy turns to thoughts of the Spring Century. What that means is we are looking for volunteers to staff this ever popular event. We need help with water stops, registration, and feeding the hungry masses. Volunteering for this event is a good way to meet other club volunteers, share in the camaraderie, and give back to the club. This year the volunteers won’t miss out on doing the ride, since we will have a ride for the volunteers on the routes the day before the event, followed by a dinner that evening.

So, contact our century committee chair, Susan Grieb ([centurycoord@crw.org](mailto:centurycoord@crw.org), 781-275-3991 before 9PM) if you want to help, or just want to find out a little more information about the century crew.

## CRW Biker’s with Forks Dinner Series Presents

## Dinner and a Movie!

Thursday, March 23rd  
(4th Thursday this month!)

Join fellow CRW’ers for fantastic Mexican cuisine at Margarita’s and after dinner we will stroll over to the Embassy Cinema across the street to enjoy a movie! Movie is optional and I will bring the movie listings to the dinner. Parking is available in the Municipal Lot behind the Embassy Theater. SEE YOU THERE!

Dinner at 6:30PM, movie immediately following dinner.

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

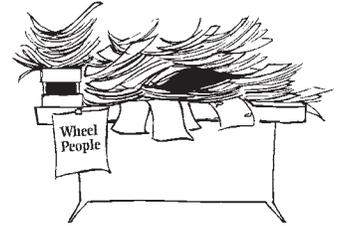
Margarita’s Mexican Restaurant & Watering Hole  
211 Moody Street  
Waltham, MA (781) 893-9990

Mapquest the address or [www.margs.com/waltham.htm](http://www.margs.com/waltham.htm) for directions



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.

### BOARD OF DIRECTORS

	Term Expires	
Michael Aarons.....	2008	508-651-9259
Don Blake.....	2007	781-275-7878
Andy Brand.....	2006	617-247-9770
Eric Evans.....	2007	617-901-3958
Barry Nelson.....	2006	617-964-5727
Linda Nelson.....	2007	617-964-5727
Janet Tortora.....	2008	978-692-7273
Bill Widnall.....	2008	781-862-2846

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	Bob Zogg	617-489-5913

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Saturday Rides.....	Eli Post	617-306-1838
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 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
Saturday Fitness Rides.....	Daniel Rabinkin	781-275-2391
	Chris Randles	617-969-2545
	Michael Aarons	508-651-9259
Sunday Fitness Rides.....	Andy Brand	617-247-9770
	Bob Dyson	508-668-8122

### WHEELPEOPLE STAFF

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Production Editor.....	David Cooper	781-483-6960
Advertising.....	Marty Weinstock	617-491-6523

### INTERNET STAFF

Web Site ( <a href="http://www.crw.org">http://www.crw.org</a> )	
Webmaster.....	Gary Smiley..... <a href="mailto:webguy@crw.org">webguy@crw.org</a>
Picture Gallery.....	Rory Dela Paz..... <a href="mailto:rdelapaz@mindspring.com">rdelapaz@mindspring.com</a>
Touring.....	Andy Meyer..... <a href="mailto:asm@ameyer.org">asm@ameyer.org</a>
E-Mail List ( <a href="mailto:CharlesRiverWheelmen@yahoo.com">CharlesRiverWheelmen@yahoo.com</a> )	
Administrator.....	Barry Nelson..... <a href="mailto:barrynelson@alum.mit.edu">barrynelson@alum.mit.edu</a>

## 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			

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# CRW Board Meeting Minutes

February 7, 2006

## In Attendance:

Board Members (5): Eric Evans, Janet Tortora, Barry Nelson, Linda Nelson, and Bill Widnall; Others: Ralph Galen

## Minutes (Janet Tortora)

Minutes from the January 3 meeting were approved.

## Reports of Officers, Coordinators, and Standing Committees

### President (Eric Evans)

#### Finance Committee Meeting

Eric met with the other members of the Finance Committee and a Vice President of Finance is forth coming.

#### Membership (Linda Nelson)

Linda Nelson reported the membership numbers for January 2006: 1068 current memberships, 1276 current memberships, 14 expired members, 6 new members, 10 renewed members.

#### Vice President of Finance (interim)

##### (Eric Evans)

Interim Vice President of Finance reported that the budget would be sent out to Board mem-

bers by email. He noted the following trends: money received from dues is higher than last year and the expense of publishing the newsletter has gone down. The Safety Committee under the leadership of Bob Zogg now has ten members and will have a budget this year.

## Old Business

### CRW Awards Banquet (Eric Evans)

The plans for the CRW Awards Banquet on March 9th, are going well.

### Volunteer Committee (Andy Brand)

Andy Brand reported that he contacted a number of people about the volunteer participation within CRW. He spoke with CRW volunteer coordinator, Marilyn Hartman, as well as ride coordinators, and members of other riding clubs. Andy recommends more public recognition of the volunteer contributions. We do well internally, but we can more visibly recognize those members who are instrumental in the success of CRW through the website and WheelPeople. Additionally Eric spoke with Marilyn and when she is informed of the need for volunteers she will recruit the people. It was suggested that Marilyn call new club members to welcome them and talk to them about how they might like to contribute to the club.

It was also suggested that a Publicity Committee be formed under the leadership of Publicity Coordinator, Kimberley Fitch.

### 40th Anniversary Celebration (Ralph Galen)

Ralph Galen has agreed to coordinate the 40th anniversary celebration. The event will be held on August 27th in the Concord area. There will be several rides of different distances starting at staggered times so that all rides will end at approximately the same time. Ralph is recruiting CRW members who have been key in the history of the organization to lead the rides and be involved in the festivities. The Rides Committee will be contacted to plan and arrow the routes for the ride. All attendees will have to pre-register. Ralph will appreciate any help that is offered. More details of the anniversary celebration will emerge as they are formalized.

## New Business

### Boston Bike Festival

The Board decided that no one would represent CRW at the Boston Bike Festival because there is not enough attendee interest to justify the time that is spent there. Discount passes will be available for club members who would like to attend the Festival.

The next Board Meeting will be held on March 7, at 7:30 PM, at the United Church of Christ, Lexington in room 208.

Respectfully submitted,

Janet Tortora

Secretary

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## Ten ultra cycling records set in New England

To honor a friend's six-year old son who had died a week earlier of cancer Lisa Floryshak-Windman raced west to east across Connecticut. Windman, 40, from Purdys, NY, had her crew and official set for October 8. Despite 8" of rain and a 30 mph headwind she rode 103.3 miles in 8 hours 49 minutes. Afterwards she said: "It was the most difficult 104 miles I have ever ridden. Looking back I learned what I needed to learn because of the conditions."

Saunders Whittlesey, 36, from Deerfield, MA had much better conditions when he raced 750 miles in 46 hours 3 minutes. Whittlesey, who rides without a cyclometer, heart-rate monitor or other modern conveniences, broke his own Boston-Montreal-Boston record set last year. BMB is a 1200K randonnée and riders can ride as hard or as easily as they like, provided that they complete the route in 90 hours. 71 riders participated in the 14th BMB, which started on August 17 in Newton, MA.

Due to work commitments John Jurczynski, 48, couldn't ride BMB. So a week later (August 22) he raced from the Massachusetts border north across New Hampshire to the Canadian border and back. Jurczynski, from Holderness, NH, covered 478.1 miles 30 hours 20 minutes, setting the south to north record as well as the

record for the double crossing.

The UltraMarathon Cycling Association - an international organization that oversees long-distance amateur cycling events - sanctions cross-state records. A UMCA official observed each cross-state record to ensure that the rider complied with all cycling regulations and traffic laws, including heeding stop signs.

Per UMCA rules a challenger must use the same state endpoints as previous record setters. Amy Regan had set the New Hampshire north to south record in 1993, covering 258 miles. Regan had taken a route that followed the Connecticut River and skirted the Presidential Range of mountains. Jurczynski had to use the end-points she'd established, but chose a more direct route through the mountains. He set the south to north record of 13 hours 32 minutes, averaging 17.59 mph. On the return "Picking an exceptionally hilly route had me cursing myself on more than one occasion." The ride back south took almost 17 hours.

The same weekend as BMB, Bud Eichorn, 53, Somers, NY pedaled from Canada south across New York to Connecticut, 310 miles 20 hours 9 minutes. Floryshak-Windman officiated, in preparation for her own Connecticut record Boston City Hall on August 20 was the start

point for Mieczyslaus Burzynski. Burzynski, 53, from Newburyport, MA cycled 147.9 hilly miles west across Massachusetts in 9 hours 1 minute, breaking the old record by 29 minutes.

Despite a strong ride Burzynski's record stood for just two months. On October 15 Eric Jensen, 36, from Falmouth, MA crossed the state in 8 hours 7 minutes. UMCA records are categorized by age, gender, and rider configuration (solo, tandem, relay team) and Burzynski still holds the Master's record.

On October 1, 2005 Jensen had set three other records. He started at the Connecticut state line and raced north across Massachusetts (53.9 miles, 2 hours 26 minutes) and back south (54.2 miles, 2 hours 40 minutes). He averaged 20.6 mph for the entire 108.1 miles 05:14:50.

Cyclists who set a state record or other cycling record receive a UMCA plaque and are recognized in UltraCycling magazine.

For more information on setting records go to <http://www.ultracycling.com>

John Hughes, Director  
UltraMarathon Cycling Association, Inc  
PO Box 18028, Boulder, CO 80308  
[www.ultracycling.com](http://www.ultracycling.com)



# 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.

## e-WheelPeople

Roughly 40% of the club gets their WheelPeople electronically. 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 requesting the change. Make sure to include your name and the email address where you would like notifications sent.

## Meet someone tastefully.

Join thousands of busy single men and women who meet one-to-one over a relaxed lunch, or after work for coffee or drinks. It's fun, low-key, and very easy to use.

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OUR 21st YEAR!





# March 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.

## Bridges of Sudbury River

*Sunday - March 5*

**Ride Type:** Cue Sheet

**Times and Routes:** 10:30 AM, 27 miles

**Leaders:** Rich Taylor (978-287-4921, richard\_n\_taylor@post.harvard.edu)

**Description:** Cross eight bridges of the Sudbury River and see a ninth (one that George Washington crossed). Cruise along in the beautiful Sudbury River valley with 2 small hills to keep you warm. Both Starbucks and Dunkin' Donuts are within 1/4 mile of the end of the ride. Active snowfall or rain cancels.

**Start:** Crosby Market parking lot on Sudbury Road near the Concord Train station.

**Directions:** Take Rt 2 West. Turn right on Sudbury Road (4th light from 128) in Concord. The parking lot is about 3/4 of a mile on the right. Please park near the road and away from the stores.

## Nashoba Bakery Ride

*Sunday - March 12*

**Ride Type:** Map & Cue Sheet

**Times and Routes:** 10:30 AM; 32 miles

**Leaders:** Peter Brooks (617-833-0087, p.brooks@rcn.com)

**Description:** Back roads from Lincoln to Weston, Sudbury, Maynard to West Concord. Close up view of the Assabet river and Sherman Bridge over the Sudbury River. Break for cappuccino at Nashoba Bakery. Ride back via Nine Acre Corner and Baker Bridge Road.

**Notes:** Winter conditions prevail. Rain or Over 1" of snow cancels

**Start:** South Lincoln Commuter Rail Parking Area

**Directions:** From RT 95/128 take Rt 2 west to stop light at Tracey's Corner Shell Station. Take Bedford Rd left or South 1.0 mile to Lincoln Center. (5 corner intersection with planter & library). Bear right on Lincoln Rd 1.5M to South Lincoln train parking on right. Do not park near stores. Better yet ride to the start!

## Whitehall Whiteout

*Sunday - March 19*

**Ride Type:** Cue Sheet and Map

**Times and Routes:** 10:30 AM for 34 or 24 miles

**Leaders:** Fred Mueller (508-485-7476)

**Description:** Starting from Framingham Center Common, we will pass through the centers of Ashland, Hopkinton, and Southboro on mostly back roads including a loop around beautiful Whitehall reservoir. A few hills will keep the engine warm. Every town center features a venerable spot to stop and warm the toes or get a bite to eat.

**Start:** Old Framingham Town Hall @ Framingham Center Common (this is not the current Town Hall near the Commuter Rail downtown).

**Directions:** From Boston: MA Pike to exit 13; 2 miles on Rte 30 West to Rte 9 West; 1 mi. to "Framingham/Southboro Rt 30" (green sign) ramp; Right on Edgell Rd; 300 ft. to left @ Old Town Hall/Common. From West: MA Pike to exit 12, Rte. 9 East 2 mi. to "Main St./Edgell Rd." (green sign) ramp; Left on Edgell/Main St.; 500 ft. to left @ Old Town Hall/Common

## Ninth Biennial Northwest Passage(CCW) Revisited

*Sunday - March 26*

**Ride Type:** Arrow assisted (standard white arrow with head and tail) and Cue Sheets

**Times and Routes:** 10:30AM for 23 miles. The ride is rolling.

**Leaders:** Joe Repole (508-879-6340, joecentury@aol.com)

**Description:** The ride heads northwest through Framingham, Southborough, and Marlborough. The lunch stop is in Southborough. Most of the ride is on quiet residential and rural tree lined back roads with few traffic lights. Points of interest include Calahan State Park, golf courses, Belted Galaway, goats, sheep, horses, cattle, farms and reservoirs.

**Start:** Framingham, 15 Gryzboska Circle

**Directions:** From the Mass Pike exit 12, take Route 9 east to Temple St. (2nd traffic light). Right on Temple St. to end. (If traveling west on Route 9, take a left on Temple St.) Right at end onto Salem End Rd. First right is Gryzboska Circle. Park on Gryzboska Circle if driving. The commuter rail departs South Station at 9 AM and arrives in Framingham at 9:41 AM.

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## 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.

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

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

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

# Dusting off for Spring



After the long winter, are you just now pulling your bike out in celebration of spring? If so, you may want to check out the bike, think about what to bring on a ride, and bone up on the basics of group riding. Unless advertised otherwise, CRW rides are unsupported, so you'll want to be self-sufficient.

**Check your Bike:** Giving your bike this quick check over before each ride will help keep you safe and happy. You don't have to be mechanically inclined—anyone can learn these simple steps:

## Bike Pre-Ride Check List

### Wheel/Tire:

- Spin the wheels. The gap between the brake pad and rim should be uniform, with no wobble (side to side or up and down). Wheels should spin freely, but with no side-to-side play.
- Check for bent or broken spokes.
- Check tires for cuts, bulges, proper seating on the rim, excessive wear, embedded debris, and proper inflation.

### Headset/Stem:

- Face the bike from the front. Hold the front wheel between your knees and gently try to turn the handlebars. There should be no play (although there may be some flexing).
- Push down on the handlebars to be sure that they are tight.
- Squeeze the front brake and rock the bike forward and backward. There should be no knocking or looseness.
- Lift the front end of the bike and gently turn the handlebars side to side. They should turn freely.

### Brakes:

- Squeeze both brake levers hard. They should not reach the handlebars and there should be no creep when the brakes are tight. The levers should snap out as soon as they are released.
- While applying the front brake, rock the bike forward to check that the brake holds.
- While applying the rear brake, rock the bike backward to check that the brake holds.
- While applying the brakes, check that the brake pads contact the rim squarely (not above or below the rim). Check front and rear.
- Check brake pads for excessive wear.
- Inspect cables for fraying or cracked housings.

### Drivetrain/Gears:

- Place the bike on a stand or ask a friend to hold the back end up. Pedal by hand and shift into all gear combinations. Check for over shifting (chain jumps off the cogs or skips over a cog), chatter, or clicking. Check that the chain does not go slack when you stop spinning the crank.

- Grab a pedal and try to push it from side to side. There should be no play.
- Drop the chain off the inside of the small chainring, and rotate the crank to be sure it rotates freely.
- Inspect the cogs and chainrings for worn or cracked teeth.
- Inspect the chain. It should be clean, well lubricated, and free of tight links.
- If you have clipless pedals, check that the cleats on your shoes are tight and not excessively worn. Remove any debris from the pedals.

### Other:

- Check the tightness of the saddle, racks, fenders, water bottle cages, etc. by gently pushing and pulling.
- Check that saddle bags and panniers are securely fastened and snug.
- If there's any chance that you'll be riding after dusk, check your lights.

**What to Bring:** This list is by no means exhaustive, but the basics are:

## What to Bring on a CRW Ride

Helmet, gloves, sunglasses or other eye protection  
High-visibility jersey  
Tire pump, spare tube, patch kit  
Tire levers and multi-tool  
Water bottle(s), Camelbak™, or equivalent  
Food  
Identification, health insurance card, emergency contact information, money<sup>1</sup>

Ride cue sheet, a good map<sup>2</sup>  
Light windbreaker, spare warm layer<sup>3</sup>  
Rain jacket and second spare tube<sup>4</sup>  
Lip balm with SPF, small tube of spare sunscreen<sup>5</sup>  
Band-Aids, aspirin/ibuprofen, Vaseline/ointment, any special medications, latex gloves, pen

### Footnotes

- 1) Photocopy your driver's license and health insurance card, and place in a plastic bag (along with emergency contact information) that you carry on your person—not in a bike bag. If you carry a cell phone, enter an emergency contact number under "ICE" (which stands for In Case of Emergency). Emergency responders know to check cell phones.
- 2) Maps distributed at CRW rides may not be adequate.
- 3) Depending on weather.
- 4) If there's a chance of rain.
- 5) Coat yourself with a good sunscreen before the ride.

**Group Riding Tips:** Warm, sunny weather can attract large crowds, especially on weekend rides. Group rides can be lots of fun, but they present some challenges that call for a special set of skills. Here are a few basics.  
Ride in a predictable manner. Maintain a straight

line of travel. Brake and change lane position gradually and smoothly, and only when necessary.

Pay attention. There are lots of things to distract a rider on a group ride, so you'll need to focus more than usual. Keep your eyes moving, and

scan as far ahead as you can see. Anticipate.

Keep right, unless you are avoiding roadside hazards, preparing to turn, or otherwise deliberately occupying your lane. Ride single file whenever motorists are present, and encourage others to single up promptly when a motorist

approaches. Look left and yield to faster traffic before moving left.

Communicate. Calling out “car back”, “car up”, “car left”, or “car right” alerts others to approaching motorists. It’s not necessary to announce every approaching motorist, but it can facilitate getting single file or draw attention to a motorist that might pull out unexpectedly. Point out or call out significant road hazards (pot holes, broken pavement, sand, glass, etc.) that are in the line of travel. Pointing out hazards tends to be more informative and more pleasant for your fellow riders, but

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**Signal your intentions (left turn, right turn, slowing or stopping) in advance. If you must slow unexpectedly, call out “slowing” or “stopping” so you can keep both hands on the handlebars when applying the brakes.**

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calling out hazards is safer for you (because your hands stay on the handlebars). When in doubt, keep your hands on the handlebars. Signal your intentions (left turn, right turn, slowing or stopping) in advance. If you must slow unexpectedly, call out “slowing” or “stopping” so you can keep both hands on the handlebars when applying the brakes. Pass only on the left, after checking for traffic from behind, and politely announce your presence to the rider you are overtaking. Use communications judiciously—it’s easy to overdo it.

Yield at intersections when others have the right of way. Judge the situation for yourself, rather than simply following those ahead of you. After clearing an intersection, allow others in your group to catch up.

Many ride leaders will stagger ride starts when there are 30 to 40 riders or more, typically releasing riders in three groups (based on riding speed), separated by at least 90 seconds. Listen carefully to pre-ride instructions to facilitate the process. When underway, try to break up into groups of no more than eight riders—six is better. Riding in smaller groups is safer, more relaxing, and more courteous to motorists who may find it difficult to pass large groups safely.

**Coaching on Designated Saturday Rides:** This season, on designated Saturday rides, you will have the opportunity to ride as part of an instructional group (space permitting). Volunteer coaches will lead small groups and provide instruction along the way. More details on this (and other skills development opportunities) to follow.

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



## A Touring Life

By John Springfield

### Dog is My Co-Pilot

**I**t was somewhere in North Dakota on US-2. I was on my solo cross-country bicycle trip in August, 1976. The land was flat with very few trees, towns, people, or animals. The farms were huge, stretching for miles. In the very early morning you could ride for a half hour without seeing a car in either direction. You got used to just riding, riding. As the day wore on, you felt the heat reflecting up from the asphalt. You smelled the melting tar. The grasshoppers jumped through your spokes, beheading themselves in the process. You were vaguely aware of the white line on the edge of the road. But mostly, you were into yourself. Your legs, feet, and lungs told your brain to keep the rhythm.

The rhythm. You learned to get up at 5:30 a.m. to beat the 105 degree heat that came every afternoon. Sometimes you stopped as early as 1:00 p.m. But every day you rode 105 miles. You had 31 days to complete the 3200 miles. It was that simple.

Each morning you headed due east in the dark. When the sun came up, you had to look away. It was a huge orange ball, flooding the flat landscape. You’d probably eat breakfast two times, finding a trucker’s diner every 25 miles. Pancakes. So many pancakes. You told yourself that you’d never eat another one. Until the next morning. And mid-morning. And sometimes even for lunch. You looked forward to an air-conditioned motel, a shower, and a deep afternoon sleep. You woke up around 6 p.m., wandered around the small town, and ate the largest meal you could order. You could never eat enough. You fell asleep at 9 p.m. You woke up at 5:30 a.m.

Companionship came in small, but essential, ways. You got the occasional inquiry from a trucker in a diner. Something like, “Where are you going on that bike?” You’d grunt something about Boston. Sometimes more was said, but mostly, they nodded in admiration. You would ask for your water bottles to be filled, and then pedaled on your way. People would appear, and then be gone. Your main companion was the road.

Until one morning. At first, I sensed sometime running behind me and off to the right. It was

a dog. Okay, my legs told my brain. It’s time to start sprinting. He wants a piece of me (leg), and I’m not going to let him have it. It became a reflex by now. You just started hammering the pedals with everything you had. The dog would finally run out of energy, or hit the end of his property. He made the rules. You obeyed.

But something was different this time. Most dogs jump onto the road and start running next to your right foot. But this one stayed in the grass on his property. I slowed down a little. He slowed down. I started talking to him. He didn’t say a word. Didn’t even make eye contact. Just kept pace with me. Was this a sheep dog? Was he rounding me up?

We rode and ran together for several miles. He became my escort. Even though this was the only road, he was making sure I didn’t lose my way.

Or maybe he just needed someone to play with. Did he have a boy owner that runs with him? Was the boy away for awhile? Yeah, that’s it. He just wanted a companion. He wanted to have fun. He wanted to run down the road. He wanted to hear the wind get louder as he ran faster. He wanted to run along side his boy. His boy riding on the road, and he in the tall wet grass. Running for the joy of running. Running to feel his heart pound and his legs stretch. Running to escape his chores. Escaping to freedom. Making his break from the boredom, the predictability of the day. Running to be somewhere new. To become someone new.

He barked only when he saw a car. Look out for that car. John. Stay with me. I know the way. I’ll take you to the end of my property. It’s only four miles. You’ll see, it’s not that far. Stay with me. Be with me. We can do this.

Finally he spotted his property line post. He stopped, panting in exhilaration. It was over for him. I stopped, and he stayed long enough for me to take his picture. Then he headed back home. Time to get back to his farm chores. Time to realize that he had responsibilities. I waved goodbye, but he didn’t see me. But we both knew. We knew that companionship on the road comes in unexpected ways. It’s not our choice. We just have to be ready to accept the give and take. And smile at the adventure of the road.



# CRW Trips

## 31st Annual Tour of New England

May 27 - 29, 2006

Every year on Memorial Day weekend the Charles River Wheelmen (CRW) run a three-day bike ride through the six New England states. On the first day the ride starts in MA, then it goes through RI and CT, back through MA and the ends in Brattleboro VT. On the second day we ride from Brattleboro to Dover, NH. On the third day we return to MA via ME and the seacoast of NH. Mileage the first day is about 150 and about 100 the second and third. Last year a contingent decided not to venture south to RI and CT making it the Tour of Northern NE but reducing the first day's riding to about 100 miles. People who want to do this shorter route are completely welcome. There is one official starting point for the ride, Lincoln, MA. Many of the veteran riders start at their own houses and meet us on the route.

On the first day most of those riding stop for lunch at the country store in Petersham MA. Then we ride on to Brattleboro VT. After cleaning up at the motel many of the riders walk to the Steak Out Restaurant for the all you can eat buffet. On the second day the Spofford NH fire department runs an all you can eat breakfast for \$6. Spofford is about 8 miles from the motel in Brattleboro. It is on the route to the Day's Inn in Dover. The Days Inn has an indoor swimming pool so bring your bathing suit. On the third day, after a nice breakfast in Dover, we ride into ME, then down the coast of NH and MA.

Upon finishing there will be pizza and drinks in Lincoln.

The cost of the ride is \$99. Please make checks out to CRW. The cost includes two nights in a motel (double occupancy), baggage transportation, some snacks, a detailed cue sheet and pizza at the end of the ride. This is a hard tour at 100+ miles each day. There is bag (one medium sized per person)(last year we had trouble getting all the bags in the van so, this year, please pack only essential items!) transport but no sag. Be prepared!

Participation is limited to the first 32, so please sign up early. Registration and/or questions to: Walter Page, whpage@comcast.net, 781-259-8598.

Send checks made out to Charles River Wheelmen to:  
Walter Page  
58 Sandy Pond Road  
Lincoln, MA 01773

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

Friday-Sunday, June 9-11, 2006

This trip is full. To be put on the waiting list, contact John Springfield at spring6@comcast.net.

## Velo Vermont

July 21-23, 2006

Join us for this popular weekend of challenging cycling in still beautiful, unspoiled Vermont. We'll be staying at an inn in Warren, Vermont with swimming pool and hot tub. Accommodations are two person units, with bedroom, living area, kitchenette and balcony.

Saturday and Sunday riders can choose from several routes of 40 to 100+ miles distance. Ride options vary from the Mad King Challenge route, with 9000 vertical feet, and four mountain passes, to a leisurely ride to Ben and Jerry's and maybe a stop at the water hole if it's hot. This is an ideal weekend for couples of differing abilities. All rides go through the best of scenic central Vermont.

Total cost of trip is \$120 per person double occupancy. This includes two nights lodging, two breakfasts, Saturday night happy hour, Saturday evening dinner, and maps. Send full amount by July 1st, with your name, address, phone. Call after that for last minute availability. Make checks out to Jack Donohue, and send a SASE or email address to:

Velo Vermont  
c/o Jack Donohue  
26 Fox Run Road  
Bedford, MA 01730-1104

We will send out a poop sheet with information before the trip. For information email or call:

Jack Donohue and Susan Grieb  
jmdonohue@alum.mit.edu  
781-275-3991 (before 9 PM)

## MDDM 2006 - 22nd Annual Memorial Day Dash to Montreal

May 25-29

Join us for the 22nd running of a classic international tour. Thursday night stay at a ski lodge near Montpelier, Vermont (other options). Friday morning drive to Gordon Landing in the Lake Champlain Islands. Park cars, put gear in sag van, and cycle north through the beautiful Lake Champlain Islands ~ 75 flat miles to Montreal, where we stay in the downtown Youth Hostel (2-person rooms available).

Saturday & Sunday are free days with many options - cycling, cultural and otherwise. Monday ride ~75 miles back to the cars on the New York side of Lake Champlain, ending with a short ferry ride. Although there are no hills, this can be a tough ride due to strong headwinds! \$185 trip fee includes 4 nights lodging, 4 meals, sag support, tour T-shirt, tour water bottle, happy hour and extensive tour literature. Contact leader for info or to register. This is a Rogue Riders Bike Club trip. Leader: Charles Hansen H: (617) 734-0720 Email: velotrain@yahoo.com

## New Welcome Members

George Bailey	Sharon
Kate Bishop	Newton
Daniela Carusi	Jamaica Plain
Joseph Childs,	
Benjamin Childs	Arlington
Barbara Dallis	Wellesley
Bogie Dumitrescu	Chelmsford
Nancy Hays	Medford
James Holmes	Natick
Chad Lundeen	Milton
David Murray-McCarthy	Dorchester
John Osborne	Cambridge
Howard Panken	Sharon
Alison Sheridan	Sudbury
Steven Siegel	Waban
Mike Togo	Rockland
Francois Tournoux	Cambridge

### CLASSIFIED ADS

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

**Training Partner(s) Wanted:** 50 year-old seeks buddies for 6am, 20 mile, weekday rides from East Lexington beginning in March or April. Average speeds start at 15 mph and increase to 18 during the season. Contact WLRosenfeld@hotmail.com.

**Cyclists wanted for weekday rides:** Are you interested in riding during the week in the low traffic and scenic areas around and west of Rte 495. Most rides are 2-4 hours with an average speed of 15-17 mph. Some good hills and many scenic vistas. Please call Don MacFarlane at 978-897-7567 (Stow, MA) (sorry, no email)

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# The Green Swamp and Other January Adventures

by *Tod Rodger*



**T**oday I rode the VanFleet Trail Nature Trail through the 460 square-mile Green Swamp in central Florida. I generally don't like to drive an hour to a ride, but I do it once in a while for something special. This was special. It's a 29-mile former railroad through a varied wilderness area made up of swamp, marsh, wet and dry hardwood hammocks (woods), pine flatwoods, blackwater streams, and river floodplains. I saw deer, turtles, huge turkey vultures, and lots of other birds. There was also lots of bird music, but the only bird song I could recognize was the chirp of the red-bellied bottom bracket.

At an elevation of 130 feet, this area is one of the high points in Florida, the source of five major rivers, and a natural water tower for the Florida Aquifer that supplies 70% of the fresh water in the state. I wish I'd had an altimeter to measure how much I climbed in 58 miles; I'm guessing maybe 20 feet, most of which was crossing several bridges over waterways. Although hills are scarce, wind is not. I carefully chose a day with 5-10 mph SE wind, which provided a slight headwind in the morning and a friendly tailwind for the return. I've often said you only need two gears for Florida—headwind and tailwind, although there are some days when I'm thankful for four gears—adding strong headwind and strong tailwind.

It required a real attitude adjustment to enjoy this very straight and flat ride. If it weren't for one slight bend at Mile 5 and the curvature of the earth, you could see from one end to the other. To make matters worse, every tenth of a mile is clearly marked on the pavement. I had to keep reminding myself to look to the sides and enjoy the varied scenery and wildlife. There is no need to focus on the wheel in front of you, or even look at the straight smooth ribbon of pavement. After some practice, I was able to ignore most of the mile markers; one time I went for more than a mile without reading one.

The trail starts in Mabel, which is not even on the Florida road map. At the southern end in Polk City I checked out the two diners for chocolate-chip pancakes, but neither was serving breakfast after 11. A very nice leader of 30 wheelers on their bi-weekly excursion directed me 3 miles down the road to a truck stop on I-4, which turned out to be a huge mistake. They did indeed serve breakfast all day, but it was an Arby's with only pre-packaged French toast. I ended up with three factory-made apple turnovers in a truck stop.

The Suncoast Trail is only 12 miles away, and I have ridden several days on it. I resisted trying it for several years, because it runs 40 miles along the

new Suncoast Parkway. However, I now like it very much. It's easy to ignore the relatively light traffic on one side, and the other side is full of natural beauty. I have seen deer, armadillos, alligators, and many other animals along the way. There are long stretches with no road crossings, few families and amateurs, gentle hills in the northern part, and the trail has only small markers at each mile.

At Mile 7 there is a connection to the 6.5-mile Starkey Trail, which winds through lovely woods, plains, and swamp in Starkey Wilderness Park. I avoid this on weekends, because it can be crowded with families, skaters, walkers, etc. The other end of the trail connects with some very nice riding roads in Pasco County. There is a good 15-mile route south to Tarpon Springs, which is the northern end of the 34-mile Pinellas Trail down through Clearwater and St. Petersburg.

Although Florida deserves its dangerous reputation for cyclists (highest death rate in the country!), there are some good roads around if you know where to look. One day I drove an hour inland to San Antonio to ride the hills. I know you're laughing (as I did for years), but there are beautiful country roads with hills that will work you as hard as most CRW rides. In one area of 5-acre ranchettes I spotted a large wild pig foraging near the side of the road. I was relieved when he spotted me and calculated that I was a predator rather than prey.

I am often amazed at how much wilderness is still left in Florida—the fourth most populous state with almost a thousand people moving in each day. Pasco County alone has issued 8,000 building permits per year for the last several years. We are still able to find areas both inland and along the coast north of here where there is no evidenced of other humans. Some is park land, other land is just waiting for more people.

One day in the middle of January my daughter called to tell me it was 60 degrees in Boston. This was very upsetting, because I feel I'm not getting my money's worth. I felt much better the next day, when she told me it was back down to 30 with snow, sleet, and freezing rain.

If you're getting annoyed with me for reporting on all this great riding in January while you are freezing in Boston, there is some consolation for you. While you are reading this, I will be recovering from shoulder replacement surgery and thinking of you enjoying early Spring riding in New England. Although I may report great mileage for January, it will be a brief month of glory before falling way behind.

# Little Jack's Corner

by Jack Donohue



I've owned quite a collection of bikes over the years. Among the first was the one I used for my paper route. It was a single speed something (probably Schwinn, I think they were the only manufacturer in those days) with coaster brakes. Thinking back, it had all the advantages of a fixed gear (no delicate derailleur bits to get coated with grease, mud, snow and salt) with the added benefit of not being propelled over the handlebars if you decided to stop pedaling. I rode a lot in those days (the papers must go through). I recall getting a certificate from the newspaper company proclaiming me a "blizzard buster" for delivering papers through a major snowstorm (shades of things to come).

In my college days I had a collection of three speeds that started out all pristine and shiny and gradually would develop bike leprosy. Fenders and chain guards would get bent beyond recognition, and would eventually be removed and discarded. This was even before I developed the art of FDGB.

I entered my couch potato period in graduate school, when I used to drive from my campus housing to class. The only bike I had during this period was an extremely ratty three speed that was about 50% rust. I used to ride it from MIT to Harvard and remember thinking that was quite an effort. It was such a piece of junk that after a while I stopped locking it. Cambridge bike thieves aren't too discriminating, so it finally disappeared.

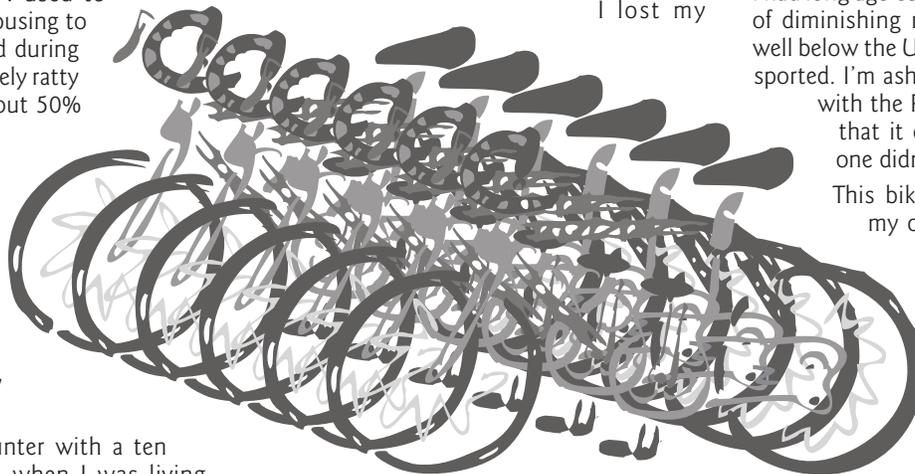
My first close up encounter with a ten speed derailleur bike was when I was living with some friends in a house we bought in Windham, NH. They let me borrow their ten speed, and I would tool around Southern NH. I finally bought my own bike, a used five speed about three sizes too small for me (I think that was a Schwinn, too). Sometime in the New Hampshire period I acquired a cheapo ten speed that was so poorly made that it was nearly impossible to keep the rear wheel from twisting around into the stays. But it served its purpose.

Somewhat later I hooked up with CRW and the rest of the bike weirdo crowd, and entered my bike building phase. I would acquire a frame, root around in my basement for parts, and, voila, new bike. That plus cruising the Big Event (a now defunct biennial bike flea market put on by the local clubs) for good cheap used bikes kept me in bikes for many years.

I did actual buy a new bike once in this period.

## In my college days I had a collection of three speeds that started out all pristine and shiny and gradually would develop bike leprosy.

My commuting bike was stolen, and this was before I had four backups, so I hied myself over to the now defunct Bicycle Exchange and bought a brand spanking new Univega. It was the first bike I had with indexed shifting, and I was rather reluctant until Robert (that's ro-bair, a legendary French bike salesperson) convinced me that I could always dial the indexing out. Which I did for quite a while, but eventually started using it until it went south as my parts are wont to do and back to friction mode I went. But I lost my



moral indignation against indexing, a step forward.

I bought my first serious "racing" bike frame mail order, a Romic Reynolds 531 frame which has since mostly been reduced to rust, but was better than any of my other hand me down bikes. It was fitted with a pair of John Tobin aero bars. John started making these in the early days of aero bars, and they are to this day the most comfortable set of bars I've ever used.

They are the barcolounger of aero bars.

The Crimson Cannondale was my first aluminum bike. It was a drastic improvement over my old steel bikes, I could climb in one higher gear. I bought the frame used from a friend in the club back in the days when Cannondale was offering trade-ins on replacement frames. He bought a new frame, and the store didn't really want the old one, so he sold it to me for \$50.

It was way too small for me, but the price was right. That was to become my main road bike for many years.

It gradually developed problems in pretty much all its moving parts, and mirabile dictu, it started to corrode even though it was aluminum. So I decided that maybe I would buy a

Real Bike. Then I spent several years debating what sort of Real Bike to buy — carbon fiber, titanium, etc. After coming to no conclusion, I finally one day realized that I really liked my Cannondale aluminum bike, so why not buy another one. Cannondales had the added feature of being relatively inexpensive in the serious bike milieu. So Susan and I went bike shopping. There was an R1000 and an R2000, which cost approximately proportional to model number. The frames were identical, and I had long ago convinced myself that the point of diminishing returns on components was well below the Ultegra level, which the R2000 sported. I'm ashamed to admit it, but I went with the R2000 for the primary reason that it came in red and the cheaper one didn't (just like Mario Cipollini).

This bike fared better than most of my other ones since I judiciously tried to avoid riding it in the rain, and put it away altogether as soon as the first snow brought of tons of salt and sand. I still think of it as my new bike, although by now it's about five years old and has about 11K miles on it.

Funny thing is, I'm still rather attached to my old bikes. When I haul the old Cannondale out for good weather winter riding, it feels comfortable, despite the fact it's probably two sizes too small. When it's really sloppy, the old Romic rust bucket comes out, and this, too, is fun to ride, just sink down into those John Tobin aero bars, and away I go.

# January Mileage Totals

0 1 4 9 3 0

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Tod Rodger	972	1	-	-	Irving Kurki	307	1	-	-	Craig Weiner	69	-	-	-
John Bayley	800	1	-	-	Darrell Katz	291	-	-	-	John Kane	60	-	-	-
Linnea Olson	675	1	1	-	Paul Hardin	263	-	-	-	Frank Aronson	55	-	-	-
Steve Robins	657	-	-	-	Dick Arsenaault	249	-	-	-	Cynthia Zabin	48	-	-	-
Don MacFarlane	600	1	-	-	Bruce Ingle	244	-	-	-	Marc Webb	46	-	-	-
Jack Donohue	598	-	-	-	Janet Tortora	241	-	-	-	James Finnerty	39	-	-	-
Richard Taylor	553	1	1	-	Lisa Weissmann	232	-	-	-	Greg Tutunjian	8	-	-	-
Pamela Blalock	550	1	-	-	Gary Smiley	227	-	-	-					
Rick Gowen	461	-	-	-	Pierre Avignon	226	-	-	-					
Chris George	457	-	-	-	Gabor Demjen	209	-	-	-					
Otto DeRuntz	446	-	-	-	Bob Sawyer	206	-	-	-					
Robin Schulman	391	-	-	-	Marilyn Hartman	192	-	-	-					
David Wean	362	-	-	-	Joseph Tavilla	175	-	-	-					
Joe Repole	347	1	1	-	Doug Hartley	155	-	-	-					
Don Mitchell	341	-	-	-	Kent Anderson	147	-	-	-					
Butch Pemstein	338	-	-	-	Bill Hanson	144	-	-	-					
Peter Brooks	325	-	-	-	William O'Hara	124	-	-	-					
Glen Reed	318	-	-	-	Sheldon Brown	121	-	-	-					
Joseph Moore	315	-	-	-	John Goeller	118	-	-	-					
Dan Wolfson	314	-	-	-	Winslow Green	118	-	-	-					
Bill Widnall	313	1	-	-	John Springfield	96	-	-	-					
John Allen	310	-	-	-	Mike Hanauer	77	-	-	-					

## 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](mailto:mileage@crw.org) or call 781-275-3991

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351 Broadway, Cambridge  
617-868-3392

### Cambridge Bicycle

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617-876-6555

### Chelmsford Cyclery

30 Chelmsford St.,  
Chelmsford  
978-256-1528

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496 Tremont St., Boston  
617-542-8623

### Cycle Loft

28 Cambridge St., Burlington  
781-272-0870

### Decathlon Sports

570 Providence Highway,  
Norwood  
781-255-0400

### Dedham Bike

403 Washington St., Dedham  
781-326-1531

### Farina Cycle

61 Galen St., Watertown  
617-926-1717

### Ferris Wheels Bicycle Shop

64 South St., Jamaica Plain  
617-522-7082

### Frank's Bicycle Barn

123 Worcester Tpk.,  
Westboro  
508-366-1770

### Frank's Spoke 'N Wheel

119 Boston Post Rd.,  
Sudbury  
978-443-6696  
877 Main St., Waltham  
781-894-2768

### Grace Bicycles

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Holliston  
508-429-9177

### Harris Cyclery

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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

### 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,  
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781-890-1212  
400 Franklin St., Braintree  
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### Ski Market, Ltd. (cont.)

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978-774-3344  
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Wellesley  
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## 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:

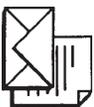
PAPER via Postal Service  ELECTRONIC via email  
The electronic file is a pdf file and requires Adobe Acrobat 4.0 or greater.

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