


WheelPeople

Newsletter of the Charles River Wheelmen

On the roads of New England since 1966

Volume XXXI, Number 9 • September 2007

Time to Get on Board

The CRW nominating committee is beginning the process for board elections. We will have three available board positions for 2008. The CRW board consists of nine members, and together with the other officers are responsible for running the club. If you have strong feelings about how things should be done, or are interested in helping the club, run for the board. Board members are required to attend monthly meetings where CRW issues are discussed. Board members may optionally participate in other activities or committees within the club. Any club member is eligible to apply for the post. To run for a board position, send a statement of candidacy to:

Jack Donohue
26 Fox Run Road
Bedford, MA 01730
jmdonohue@alum.mit.edu

E-mail is preferred, or typed hard copy. The statement should be about 100 words or so, introducing yourself and your bicycling interests, and stating your reasons for seeking the board position. Statements must be received by November 5, for the December issue of WheelPeople. The top three candidates will receive three-year terms starting in January and expiring at the end of 2010.

Awards Nominations

Each year, the board votes to present awards at the annual club banquet to individuals who have made significant contributions to the club. If you would like to have input into this decision, send the name(s) of people you would like to nominate along with a paragraph or two highlighting their accomplishments to Eric Evans (ericevans100@verizon.net) or by postal mail to:

Eric Evans
3 Sandra Lane
North Reading, MA
Boston, MA 01864

Climb To The Clouds Sets New Records

It was a picture-perfect day: warm temperatures, low humidity and light puffy clouds. It was nice enough so that we set yet another attendance record of 830 paid riders. Of these, 500 started in Concord and 330 in Bolton. Under the guidance of Susan Grieb and the Century Committee, we were prepared for this number of riders.

Another record was set this year, we filled all the required volunteer slots before the article asking for volunteers came out in WheelPeople! (and we even added some this year with the water only stops) The century volunteers has become a club within a club. The group has grown over the years, so this was the first time we actually had to turn away potential

volunteers. It's getting around that being a century volunteer can be fun, even if you don't get to do the ride (and some volunteers who do up-front work do ride).

The volunteers have become a close knit group sporting their stylish volunteer T-shirts (this year's purple color was a big hit). We haven't gotten a secret handshake, but we're working on it.

When the dust settles and the riders are gone, that's when the fun begins for the volunteers. The after event volunteer party is not to be missed. This year Jan Hablow, Ken's wife, spent several days in preparation, and put on quite a spread. Suffice it to say, no one went home

Climb to the Clouds - Continued on page 9

Skills Training Opportunity

by Pierre Avignon

Improving your riding skills will make cycling jobs more fun (and safer) for both you and your fellow riders. The Massachusetts Bicycle Coalition (MassBike), of which CRW is a proud sponsor, is offering its Basic Bicycling Skills course in Cambridge, Foxboro, Newburyport, Waltham and Wilmington from August 29 to October 13 (please check <http://massbike.org/skills/classes.htm> for exact dates and additional information)

This course is designed for adults who want to get back into bicycling, improve cycling skills, learn to ride more effectively and safely in traffic, and/or participate in a large-scale benefit ride. This class involves two sessions:

- Part 1: Evening classroom session (off-bike) covers bike-safety principles, bicycling laws, guidelines for riding in traffic, and more.
- Part 2: Half-day weekend session (on-bike)

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CRW members receive WheelPeople, the Club's newsletter. CRW is also an associated club of the League of American Bicyclists. Address correspondence to: The Charles River Wheelmen - 1 Gleason Road, Bedford, MA 01730



Editorial Policy

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

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

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



How To Send Us Your Article

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

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

Jack Donohue
26 Fox Run Road
Bedford, MA 01730

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

Insurance

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

Advertising Rates

Half Page	\$80.00	Third Page	\$55.00
Quarter Page	\$42.50	Eighth Page	\$24.00

For more information please contact Marty Weinstock at advertising@crw.org

BOARD OF DIRECTORS

	Term Expires	
Michael Aarons.....	2008.....	508-651-9259
Don Blake.....	2007.....	781-275-7878
Jack Donohue.....	2009.....	781-275-3991
Eric Evans.....	2007.....	617-901-3958
Rich Levine.....	2009.....	617-630-1565
Linda Nelson.....	2007.....	617-964-5727
Eli Post.....	2009.....	617-306-1838
Janet Tortora.....	2008.....	978-692-7273
Bill Widnall.....	2008.....	781-862-2846

OFFICERS AND COORDINATORS

President.....	Michael Aarons.....	508-651-9259
Executive Vice President.....	Eric Evans.....	617-901-3958
Vice President of Finance.....	Rich Levine.....	617-630-1565
Vice President of Publications.....	Ken Hablow.....	781-647-0233
Vice President of Legal Affairs.....	Jeanne Kangas.....	978-263-8594
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	Larissa Hordynsky.....	617-527-5620
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Information.....	Marilyn Hartman.....	781-935-9819
Special Projects Coordinator.....	Marty Weinstock.....	617-491-6523
Publicity Coordinator.....	Kimberley Fitch.....	781-354-4780
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Mileage.....	Jack Donohue.....	781-275-3991
Government Relations.....	Bill Widnall.....	781-862-2846
Bike Shop Program.....	Jim Mello.....	508-545-0227
Volunteer Coordinator.....	Marilyn Hartman.....	781-935-9819
Social Committee Chair.....	Naomi Wernick.....	781-894-3668
Safety Coordinator.....	Pierre Avignon.....	978-510-1021

RIDE PROGRAM COORDINATORS

Vice President of Rides.....	OPEN.....	
Saturday Rides.....	Eli Post.....	617-306-1838
Sunday Rides.....	Michael Aarons.....	508-651-9259
Winter Rides.....	Eric Ferioli.....	781-235-4762
Intro Rides.....	Eli Post.....	617-306-1838
Century Committee.....	Susan Grieb.....	781-275-3991
Wednesday Fitness and Masters Ride.....	Keith Miller.....	508-647-7564
	Chris Tweed.....	781-830-1368
Wednesday Wheelers.....	Dick Arsenalault.....	781-272-1771
Wednesday Ice Cream Ride.....	Gabor Demjen.....	617-266-8114
	Roger Bonomi.....	617-686-4073
Thursday Fitness Rides.....	Rich Taylor.....	781-257-5062
Friday Rides.....	Ed Glick.....	978-250-1883
	Paul Hardin.....	978-866-3040
Saturday Fitness Rides.....	Chris Randles.....	617-969-2545
	Michael Aarons.....	508-651-9259
Sunday Fitness Rides.....	Andy Brand.....	617-247-9770
	Bob Dyson.....	508-668-8122

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	David Cooper..... dacooper@tiac.net
E-Mail List (CharlesRiverWheelmen@yahoo.com)	
Administrator.....	Barry Nelson..... barrynelson@alum.mit.edu

CRW Board Minutes

August 7, 2007



In Attendance:

Board Members (8): Michael Aarons, Don Blake, Jack Donohue, Eric Evans, Rich Levine, Linda Nelson, Eli Post, and Bill Widnall.

Minutes

Bill Widnall noted that the minutes from the June 26 meeting should be amended to clarify that David Wean is simply a dues-paying supporter of Bikes Not Bombs and not an official representative of that organization as might have been implied. Michael Aarons made a motion that the minutes from the June 26

meeting incorporating Bill Widnall's clarification be approved.

Eric Evans seconded the motion and the Board then unanimously approved it.

Reports of Officers, Coordinators, and Standing Committees

President (Michael Aarons)

No report.

Rides Committee (Eli Post)

Saturday Rides Coordinator, Eli Post, reported that the Saturday Rides program is going well and many new ride leaders have volunteered in

2007. Eli noted that the Sunday Rides program has had some difficulty attracting volunteers to lead rides this year. He indicated that the Rides Committee is looking for a volunteer to work with members who wish to lead rides.

Vice President of Finance (Rich Levine)

Rich presented an interim financial report for the first seven months of 2007. He stated that preliminary numbers from the Climb to the Clouds century indicate that the event generated a small surplus. Rich proposed amending the first sentence of section V (Fiscal Policies), item 3 of the Club's Bylaws to read "All expenditures of CRW funds must be made pursuant to items in the approved annual budget." This proposed change will be voted on by the Board at the October 2007 meeting.

Membership (Linda Nelson)

Linda reported that membership numbers for March were 1141 current memberships, 1375 current members, 54 expired members, 38 new members, and 35 renewed members.

Grants Committee (Bill Widnall)

Bill reported that the Grants committee (comprised of Bill, Eli Post, and David Wean) has begun the process of identifying possible non-profit organizations that the CRW may consider awarding grants to in 2007. All CRW members have been invited to submit suggestions to the committee by August 15th.

Old Business

Michael Aarons informed the Board that the new CRW embroidered baseball caps are in production and should be available for sale at the Fall Century. He also showed the Board a sample of the cap. The Board agreed that the price of hats will be ten dollars each.

The next Board Meeting will be held on September 4th at 7:00pm to 8:30pm at the St. Paul's Church Library, Bedford, MA.

Respectfully Submitted,

Michael Aarons
President

New Welcome Members

Emilio Arce	Watertown	Philip Keyes	Acton
Ed Barker	Cambridge	Chris Leinart	Franklin
Andrew Bissaro	Brighton	Nan Leonard	Dover
Richard Born	Jamaica Plain	Julie & Jim Lockhart	Dunstable
Michael & Alexander Burka	Winchester	Juan Loveluck	Harvard
Patrick Byrnes	Milford	Mitchell Lustig	Newton Centre
John Carpenter	Brookline	Ron Menner	Brookline, NH
Linda Carpino	Wellesley	Allyson Metcalf	Boston
Adrienne Cyruлик	Belmont	Mark Miller	Jamaica Plain
Peter Czulak	Wayland	Kevin Nguyen	Dorchester
Chuck Deleire	Haverhill	Colette O'Neill	Swampscott
Amy Demarco	Medford	Anna Penner	Jamaica Plain
Joseph Digiammo	Andover	Larry Perlov	Westwood
James Dunlea	Bellingham	John Puma Jr	Belmont
David Evans	Boston	Krupal Raval	Boston
David Gamari	Milford	Miguel Roque	Dover
Martha Gaudet	Newton Highlands	Kate Rubins,	
Tracy Harding	Tewksbury	Michael Magnani	Cambridge
John Harmon	Framingham	Alexandra Schweitzer	Lexington
Chris Harris	Medford	Gordon Seeley	Tewksbury
Steven Hooper	Boston	John Simpson	Concord
Francis Hubbard	Millis	Greg & Maureen Soucy	Lowell
Pamela Hurst	North Quincy	Andrew Strobert	Cambridge
Carlo Innocenti	Wakefield	Patrick Stumbras	Boston
Kathy Jackson	Charlestown	Mike Sullivan	Ashland
Rosemarie Jakobowski	Lakeville	James Sullivan	West Roxbury
Malcolm & Jane Johnstone	Concord	John Thompson	Weston
Ned Kennedy	Charlestown	Peter Tufano	Cambridge
		Andrea Wasik	West Newton
		Jason Waterman	Arlington
		Ian Whittle	Jamaica Plain
		John Wiese,	
		Brenda Gray	Waltham
		Terry Williams	Lowell
		Karl & Elizabeth Yen	Allston
		Peter Zacharia	Worcester

Skills Training - Continued from page 1

provides guided instruction with simple practice drills in a parking lot, easy-paced riding on local roadways for short distances, and group-discussion breaks along the way. Topics covered include bike and helmet fitting, starting and stopping your bike in traffic, shifting gears, scanning and yielding, choosing the correct lane position in the road, handling intersections, and more. The evening classroom session is required for the on-bike training.

Part 1 is offered on a weekday from 6:30 PM to 9:00 PM and Part 2 on a weekend day from 8:30 AM to 12:30 PM. The cost is \$60 (\$45 for CRW or MassBike members). Pre-registration is required. Visit: <http://www.massbike.org/skills/classes.htm>



Recurring Rides Calendar

These rides are held every week unless indicated

Sunday South Shore Coastal Loop



Times and Routes: 7:00 AM Rides of 37 and 50 miles.

Ride Type: Cue Sheet, Arrowed

Description: This ride combines shady, quiet roads with beautiful vistas

along some of the most scenic coastline on the South Shore. You'll find that the effort to make it to the 7 AM (sharp!) start will be paid back with a great ride with little traffic, and you'll be home in time for a well-earned brunch! Weather permitting, the SSCL will take place every week from April 15 through October 21. Please check the website Saturday after 9:30 PM for last minute cancellations. The 38 mile ride loops through Rockland, Hingham, Norwell, Scituate, and Cohasset. The 50-mile option adds a loop through Nantasket Beach and Pemberton Point in Hull, with a magnificent view of Boston Harbor from under the windmill. A coffee stop in Scituate is optional. An ideal ride for fast to moderate riders with pacerline experience or a desire to learn.

Leaders: Andy Brand (abrand@alum.rpi.edu), Bob Dyson (rdyson22@comcast.net)

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

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

Note: Please check the website Saturday after 9:30 PM for last minute cancellations.

Wednesday Wheelers

Times and Routes: Varies, usually 10:00 AM. Distances are typically between 30 and 40 miles.

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.

Leaders: Dick Arsenault (781-272-1771, rarsenault@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 day or early evening.

Note: Different leader each week, to become a leader contact Dick Arsenault



Wednesday Fitness and Masters Ride**

Times and Routes: 6:00 PM Sharp! for routes of 24, 27 or 34 miles.



Ride Type: Cue Sheet, Arrowed

Description: This Fitness Ride offers you the opportunity to ride with others in a pacerline format. The ride welcomes everyone, especially masters riders who would like to ride with their peers. Groups of approximately 6 riders are started according to their expected speed. We encourage staying together as a group, waiting for others to catch up if you become separated. You will ride on scenic, rolling roads through Needham, Dover, Sherborn and Medfield. Total climbing for the long route is 1475 feet.

Leaders: Keith Miller (kmiller@mathworks.com), Chris Tweed (781-830-1368,

cmtweed@psrinfo.com)

Start: Broadmeadow Elementary School at 120 Broadmeadow Road, Needham, MA.

Directions: From Routes 128/95, take Exit 18, Great Plain Ave and head West towards Needham. At the first light, turn right onto Greendale Ave. Go up the hill 0.4 miles, just over the railroad bridge. The first left after the bridge is Grosvenor Road, turn and go .3 miles. Next right onto Broadmeadow Road for 0.1 miles and you are there!

Wednesday Ice Cream Ride

Times and Routes: 6:00 PM SHARP, Arrowed routes of 10, 18, 22 and 27 miles. Last ride of the season on Sept. 12th.

Ride Type: Cue Sheet, Arrowed

Description: Scenic rolling roads through the towns of Wellesley, Weston and Lincoln. The long route adds the additional towns of Sudbury and Wayland. Ride pace is varied, and ideal for the uninitiated as well

as the experienced rider.

We like to get together after the ride and have pizza at Mark's Sandwich Shop or the Wellesley Hills House of Pizza, followed by ice cream at the shop on Washington St (Rt 16). Steady rain cancels.



Leaders: Roger Bonomi (617-686-4073, Roger_r_bonomi@Raytheon.com), Gabor Demjen (617-266-8114, gabordemjen@verizon.net)

Start: Grossman's Parking Lot on Rt 16, Washington Street, in Wellesley.

Directions: From 128 North or South, Take Rt 16 West approximately 3/10 mi. Parking Lot is on the right.

Note: As the daylight hours shorten, reflectors, blinkies and bright clothing is strongly recommended; be seen!

Thursday Fitness Ride and Pace Line Clinic**

Times and Routes: 5:30 PM SHARP for routes of

17, 28 and 34 miles Note earlier Sept. start time.

Ride Type: Fitness, Arrowed

Description: The shorter rides wind through Bedford, Concord and Carlisle. The long ride of rolling hills adds Westford and Chelmsford. Groups do the fitness ride at 14 to 20+ mph. There is also an introductory pace line clinic to teach safe group riding skills for up to 6 riders. We'll start around 15 mph and pick up the pace as the season progresses.

Leaders: Rich Taylor (781-257-5062, richard_n_taylor@post.harvard.edu)

Start: LG Hanscom - General Aviation Airport.

Directions: Rt. 128 to Exit 30B (Rte. 2A West)-do not take exit for Rt. 4/225 which also says "Hanscom Field" on the sign. Go on 2A West for 1.5 miles until you come to the blinking light. Turn right at Airport Road towards Hanscom Field and bear left in 1/2 mile at the fork for the Civil Air Terminal.

Note: Last ride Sept 20.

Thursday Fitness and Fun Ride**

Times and Routes: 6:00 PM, 21 or 26 Miles

Ride Type: Arrowed

Description: The Thursday night fitness and fun ride welcomes everyone. Weather permitting; you will ride through the scenic countryside of the small towns of West Bridgewater, Bridgewater and Middleborough. We encourage groups of various speeds riding together and for the last group to wait for ones separated to catch up. This ride will repeat Thursdays through the early fall.

Leaders: Wayne Douglas (508-588-5576, wdouglas5@comcast.net)

Start: Park & Ride, West Bridgewater, MA (near the Charlie Horse Restaurant)

Directions: Take Route 24 to Exit 16B West (Route 106) in West Bridgewater. The Park & Ride parking lot is on your left before the Charlie Horse Restaurant.

Note: Rain cancels

Friday TGIF Unwinder



Times and Routes: Start time determined by date:
0907, 0914 - 5:45 PM;
0921 - 5:30 PM; 0928 - 5:15 PM. Rides of 18, 24, or 28 miles.

Ride Type: Cue Sheet, Map, Arrowed

Description: A club ride that provides something for all tastes. There is usually a fast group riding paeline (18mph+) while others tour at their own speed. The ride winds through the shade of back roads in Concord, Carlisle, Acton and Chelmsford. This ride is conducive to both the fitness rider and those out to enjoy the

scenery. It is a great way to end the work week. There is always a group going out for dinner and/or ice cream after the ride. Bring the fun (and bike lights as the ride time is seasonally adjusted for ~1.5 before sundown).

Leaders: Ed Glick (edglick@alumni.neu.edu), Paul Hardin (978-866-3040, CRWGPSGuy@comcast.net)

Start: The library parking lot of the Bedford Town Hall/High School/Library complex on Routes 4/225/62 in Bedford Center, 7 Mudge Way.

Directions: Take 4/225 west from 128 through Bedford Center. Just before Route 62 splits off to the left, you'll see the blue lights of the police station. Take the driveway left and then right to go behind the library.

Note: Slight chance of liquid sunshine

Saturday Morning Fitness Ride**

Times and Routes: 8:30 AM. This ride runs all year 'round. Three routes: 42, 28 and 19 miles

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!

Leaders: Michael Aarons (508-651-9259, Michael.Aarons@XOMETRIX.com), Chris Randles (617-969-2545, jcrandles@comcast.net)

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!) Because of limited parking in the main Nahanton Park lot, the City of Newton has requested that we no longer park our cars there. Instead, if you need to drive to the ride, please park in the unpaved overflow lot (next driveway after park entrance) or across/down Kendrick St. at Cutler Park. If we do not limit our use of parking spaces in the main lot, the City of Newton has threatened to close the park to our ride, so please respect their request.

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

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September 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. Be sure to check the web site (<http://crw.org/cgi-bin/calendar.pl/?thismonth=yes>) for possible updates or cancellations.

In Search of Llamas

Saturday - September 1



Times and Routes: 9:30 AM for 58 miles, 10:00 AM for 42 & 30 miles.

Ride Type: Cue Sheet, Arrowed

Description: Join us for a repeat of the 8th Annual Llamas Ride (repeat of Aug 5 Sunday Ride)! All rides are primarily along quiet backroads. Short ride passes through Dover, Sherborn, and Holliston. Medium & long rides also add parts of Medfield, Millis, and South Natick to the route. We'll pass by several farms in the area (may see some llamas, burros, and horses in addition to the usual farm animals). Flat to medium rolling hills (short ride avoids larger hills). LUNCH stop for all rides is in Holliston.

Leaders: Lisa Wilk (lfiwilk@gmail.com), Andree Lerat (andree.lerat@gmail.com)

Start: Chickering Fields (across from Caryl Park/Noanet Woodlands Reservation) on Dedham Street in Dover

Directions: Chickering Fields is about 0.5 mi northeast of the center of Dover. From Rt 128/95, Take Exit 19B onto Highland Avenue heading towards Needham. TURN RIGHT at intersection onto Great Plain Ave. After ~0.1 miles, TURN LEFT onto Chestnut St. Follow Chestnut St (past Glover Memorial Hospital), and BEAR RIGHT as it becomes Dedham St when you cross the townline into Dover. After ~2 miles on Dedham Street in Dover, will see Mill Farm (White Barn) on left side of road. Take first RIGHT after Mill Farm (about 0.1 miles from Mill Farm) into Chickering Fields parking lot (across the street from Caryl Park/Noanet Woodland Reservation). Please do not park on lot entrance-way or along road (if lot is full, additional parking lots are <0.25 mile further down on Dedham Street on left-hand side of road).



Ups and Downs of Southern New Hampshire

Sunday - September 2

Times and Routes: 9:30 for 30 and 55 miles

Ride Type: Cue Sheet, Arrowed

Description: Hilly, challenging ride. If you like climbing with screaming descents on the down side, this ride is for you!!! Short ride meanders through the towns of Tyngsboro, MA, Hudson and Pelham, NH. (No stops). Long ride adds Windham and Londonderry, NH with a lunch stop at Mac's Apples in Londonderry. Both rides are on mostly well paved, winding back roads not usually seen on CRW rides. Recommend bringing your own lunch and a few dollars for apples/snacks.

Leaders: Nancy Marchand (978-452-9295, nancym@prospeed.net)

Start: Lowell General Hospital Employee Parking Lot D

Directions: Rte 128/95 to Exit 32 (Rte 3 North). Rte 3 North to Exit 32 (Drum Hill Rd). Continue on Drum Hill Rd. heading north, going through several sets of lights. When you see Market Basket and CVS, you will travel over the Rourke Bridge over the Merrimack River. After crossing the bridge, turn right (Rte 113) and follow the river and the signs for LGH. At the intersection where Rte. 113 and Varnum Ave. meet turn sharp left. Do not enter the first LGH entry. Go to second entry (Service Entry). Go to furthest parking lot possible (lot D, employee parking). Directions can also be found at www.lowellgeneral.org.

Honey-Pot Hill Orchard Ride

Monday - September 3

Times and Routes: Starts at 9:30. Routes are 59 and 43 miles.

Ride Type: Cue Sheet, Arrowed

Description: Wind down your holiday weekend with a scenic ride through apple country. We start from HoneyPot Hill Orchards and travel through back roads that cover Stow, Harvard, Bolton and Berlin. Along the route you will see beautiful views and working farms. Both routes are hilly but worth the climbs for the views and descents. The long ride will pass Bolton Orchards [27 miles] and Berlin Orchards [39 miles] for food and water. Short ride will pass Bolton Orchards. At the end of your ride, refreshments will be served compliments of HoneyPot Hill Orchards.

Leaders: Brian and Julie Sullivan (978-621-6892, julie@honeypothill.com)

Start: Honey-Pot Hill Orchards, Stow MA

Directions: Directions From Route. 2: Take the Route. 62 West exit, then go 7 miles into Stow and watch for our signs on Route. 62. Directions From Route. 128: Take the Route. 20 West exit, (Exit 26) for 5 mi. to Route. 27 North for 3.5 mi. to Sudbury center - straight through



lights for 1/3 mi., then bear left onto Hudson Road (leave Route. 27) for 3.3 mi., then right onto Sudbury Rd. for 2 mi. to our orchard. Directions

From Route. 1-495: Take the Route. 62 East exit, (Exit 26) for 5.5 mi. into Stow and watch for our signs on Route. 62. If you are not from our area and you need directions to Honey-Pot Hill Orchards, call us at: 978 562-5666.

Bicycling 101

Introductory Ride - Newburyport

Thursday - September 6

Times and Routes: Cushing Park, Newburyport, MA 5:45PM, Please arrive at least 20 minutes early!

Ride Type: Follow the Leader, Intro

Description: Interested in group riding? New to CRW? Looking for a more casual ride or just getting back into cycling? Then this ride is for you! The route is a scenic ~20-mile max. loop through Newbury, West Newbury and Newburyport. Different route will be offered each week. Mostly flats with a few gentle hills. The rides average 10 to 12 miles per hour. The focus is on group riding, safety, cycling technique and fun. Skills development coaching and post-ride clinics will be offered if there is interest. Social get together after the ride.

Leaders: Pierre Avignon (pierreavignon@yahoo.com)

Start: Cushing Park, Kent St, Newburyport, MA 01950

Directions: From Rt. 95 take exit 57 toward Newburyport. Continue on Storey Ave / Rte 113 East, go for two miles and turn left on Kent St, parking lot is two blocks on your right. (to mapquest directions, enter Kent St instead of Cushing Park)

Note: CRW membership is not required but a HELMET is. Front and rear light as daylight shortens. Bikes should be ready to roll i.e.: proper tire pressure, chain lubed etc., seat adjusted, filled water bottle on board, pump and a spare tube if you have them. Heavy rain cancels the ride! If weather is questionable, please contact the ride leader. Please check CRW web site ride calendar for any updates or changes.

Pigs, Ponds & Potholes

Saturday - September 8

Times and Routes: 9:30 for approximately 34 and 50 miles.

Ride Type: Cue Sheet, Arrowed

Description: Serene back roads, farm stands, ponds, and potholes of the northern burbs. Have a picnic lunch at Ingaldsby Farm. Terrain is moderately rolling. Short ride tours North Reading, North Andover, Boxford, Middleton. Long ride adds Groveland, West Newbury. Lunch note for long riders: There are not many food options before Ingaldsby Farm at 34 miles (and Ingaldsby does not sell Power Bars; it is a farm stand/bakery), so bring enough snacks to keep you going.

Leaders: Eric Evans (617-901-3958, ericevans100@comcast.net)

Start: Ipswich River Park, North Reading

Directions: From Route 93, take Exit 39/Concord St. toward North Reading (a right off the exit if you're heading north). Bear right at the stop sign (1.3 mi); cross Rt. 28 at the light; bear right at stop sign onto Park St/Rt. 62 (1.8 mi); turn right onto Central Street (2.5 mi); turn left into park. These mileages are cumulative. From Route 128, take Exit 40 (the REI exit) and the Haverhill Street/Camp Curtis Guild spoke off the rotary. Turn left on Chestnut St. after roughly 4 miles; bear right around the curve and then stay right for Central St. The park is on your right.

The Quiet Corner of CT

Sunday - September 9

Times and Routes: 70, 50, and 18 miles. All start at 10 am.

Ride Type: Map, Arrowed

Description: Beautiful, and hilly country roads! Mostly a rural ride with fields, forests, stone walls, maybe a deer or two. Snacks/party at leaders' house after ride. No common lunch stop, but food is available on the longer rides. We are barely an hour from Framingham.

Leaders: Craig Smith, Ann-Marie Starck

Start: Our house, 167 Armitage Rd, Ashford CT

Directions: Mass Turnpike I-90 West to I-84 West Exit 72 (Westford/Ashford) off I 84 West Left off exit to rt 89 S, 0.5 miles sharp right to stay on rt 89 3.1 miles right at stop onto Turnpike Rd 3.7 miles right onto Armitage Rd, ponds on left 4.5 miles 167 is on the left - driveway goes uphill Mileages are cumulative!! Please park on Armitage, and try not to block the road, or our few neighbors' driveways!

West Charles River on Excellent Back Roads

Saturday - September 15

Times and Routes: 9am for 75 miles, 9:30am for 35 miles and 50 miles

Ride Type: Cue Sheet, Map

Description: Highlights: This is a ride created by Mike Barry which is a rolling tour on back roads in Charles River Valley west of Rt 128. 75-mile ride rises into foothills beyond Westboro. Food stops/bathrooms available in towns along route. Helmet required, mirror and patch kit/spare tube/tire irons and frame pump recommended. Bring lunch or \$. Short loop covers Needham Westwood, Natick, Sherborne, Dover; medium adds Ashland, Holliston; and long adds Westboro, Grafton & Hopkinton.

Leaders: Bogie D

Start: Needham Junction MBTA Lot

Directions: Directions: Exit off Rt 128 at Rt.135, go west toward Needham. Left at 0.5mi on South St at light, right at 0.5mi at Y with High Rock St, right at 0.3mi at Chestnut,

MBTA lot on right at 0.3 after going under tracks. If first parking lot is full, there are more further back

Note: If you want to make sure there will be cues left when you get there please email me in advance!!!

Fall Century

Sunday - September 16

Century information on the next page.

Bicycling 101

Introductory Ride - Newburyport

Thursday - September 20

Times and Routes: Cushing Park, Newburyport, MA 5:30PM, Please arrive at least 20 minutes early!

Ride Type: Follow the Leader, Intro

Description: Interested in group riding? New to CRW? Looking for a more casual ride or just getting back into cycling? Then this ride is for you! The route is a scenic ~20-mile max. loop through Newbury, West Newbury and Newburyport. Different route will be offered each week. Mostly flats with a few gentle hills. The rides average 10 to 12 miles per hour. The focus is on group riding, safety, cycling technique and fun. Skills development coaching and post-ride clinics will be offered if there is interest. Social get together after the ride.

Leaders: Pierre Avignon (pierreavignon@yahoo.com)

Start: Cushing Park, Kent St, Newburyport, MA 01950

Directions: From Rt. 95 take exit 57 toward Newburyport. Continue on Storey Ave / Rte 113 East, go for two miles and turn left on Kent St, parking lot is two blocks on your right. (to mapquest directions, enter Kent St instead of Cushing Park)

Note: CRW membership is not required but a HELMET is. Front and rear light as daylight shortens. Bikes should be ready to roll i.e.: proper tire pressure, chain lubed etc., seat adjusted, filled water bottle on board, pump and a spare tube if you have them. Heavy rain cancels the ride! If weather is questionable, please contact the ride leader. Please check CRW web site ride calendar for any updates or changes.

Martha's Vineyard

Saturday - September 22

Times and Routes: 10 AM for about 50 miles (shorter options available)

Ride Type: Cue Sheet

Description: An approximately 50 mile ride circling the island CCW starting from Oak Bluffs. I'll provide cue sheets for the 50 mile ride but shorter rides are possible. We'll get to Oak Bluffs about 11 AM and return ferries leave at 3:45 and 5:15. The round trip ferry is \$15 plus \$6 for a bike. Bring \$4 for the bike ferry across Menemsha Harbor. There is food available at the 18 and 22 mile points

Leaders: Ed Foster (508-420-7245, erfoster@comcast.net)

Start: 10 AM for the 10:30 Island Queen ferry from Falmouth Harbor

Directions: From the Bourne bridge, follow Rte. 28 south into Falmouth Village NOT Woods Hole. There's free parking in lots behind the buildings on the left (north) side of Main Street and then a short bike ride to the ferry at 75 Falmouth Heights Road. (<http://www.mapmyfitness.com/route/united-states/ma/falmouth/684879642>)

Note: I'd appreciate an email or phone call from those planning to ride so I have a rough count of riders.

Tour de Carlisle After the Bugs

Saturday - September 22

Times and Routes: 9:30 AM for options of 26, 47, and 60 miles



Ride Type: Cue Sheet, Map, Arrowed

Description: The short ride is mostly rolling countryside, and highlights Carlisle's scenic back roads. The medium ride is rolling countryside with a few good climbs, including a climb to a

radio telescope (great views) on back roads in Westford, Groton and Dunstable. The long ride adds a loop into New Hampshire. Lunch stop on medium/long rides is at a Dunkin' Donuts/convenience store.

Leaders: Bob Zogg (617-489-5913, bobzogg@verizon.net), Penny Karr (617-661-9720, pennykarr@hotmail.com)

Start: Byam School, Maple Road, South Chelmsford, MA

Directions: Take Rt. 2 west to Rt. 27 north. Go 7.5 miles to the Kate's Corner Store in South Chelmsford. Turn left on Maple Road. Byam School is 0.2 miles on the right, just opposite the Agway Store. By bike, ride past Great Brook Farm in Carlisle, take the first left after the Hart Barn onto Proctor. Follow Proctor to South Chelmsford and cross Rt. 27 onto Maple Road.

The Charles River Wheelmen Fall Century Souhegan River Tour Sunday, September 16, 2007

Event held Rain or Shine

Join The Charles River Wheelmen on one of three beautiful and very scenic tours through Groton, Pepperell and Dunstable. The century route travels on back roads through Lunenburg then north along the Souhegan River to Wilton NH and back through Brookline NH.

START - The Damon Building at the Acton-Boxboro school complex, Rt. 111, Acton, MA

From Boston, take Rte 2 West past the rotary to the first Rte 111 exit. This is a left lane exit just past the traffic light after the rotary. Continue straight at the traffic light, crossing Rte. 27. The high school is just past the traffic light on the right.

From the West, exit Rte 2 at Newtown Road, the first exit east of Rte 495. This becomes Central St in Acton. Continue on this until the first traffic light at Rte 111. Turn left. Continue about a mile to the high school on the left.

TIMES - 8:00 - 100 miles *Full Century*
9:30 - 62 & 50 miles *Metric & Half Century*

COST - Pre-registration: CRW members - **\$10.00** Non members - **\$12.00**
Day of the event: Everyone - **\$15.00**

REGISTER ONLINE at <http://www.crw.org/CenturyRF.htm>

- Water & food stops on the longer routes
- CRW water bottle for all entrants
- After ride gala including our usual array of food & general camaraderie.
- CRW jerseys and T-shirts will be available for purchase



PRE-REGISTRATION FORM

This form must be received by September 9, 2006

There are no confirmations sent, once this form is mailed you are automatically registered.

Name _____ Phone _____

Address _____ City _____

State & Zip _____

Which Ride do you intend to complete: 100 62 50

CRW Member - **\$10.00** Non Member - **\$12.00**

Please include your check made out to CRW and mail with this completed form to:

CRW Century, Jack Donohue, 26 Fox Run Rd., Bedford MA 01730



Total Enclosed

A Ride Through Purgatory (Chasm State Reservation)

Sunday - September 23

Times and Routes: 10:00 am for 35 and 47 miles

Ride Type: Cue Sheet, Arrowed

Description: The ride goes through North Uxbridge, Sutton, and neighboring towns. It includes scenic shores, dams, roads, steep (9 - 12%) climbs and two dairy bars. There are two rides: 34 and 47 miles. Plan an hour travel to the start from Newton.

Leaders: Charles Huizenga (781-266-7658, chas.huizenga@comcast.net)

Start: Blackstone River State Park

Directions: Take the Massachusetts Turnpike to Worcester/Providence Exit 10A to Route 146 South. In 12 miles use the Exit 3 Uxbridge Exit for Route 16 and turn left onto Route 16 East, drive 2 miles to the traffic lights and turn left on Route 122 North, drive 1-1/4 mile and turn right at traffic light onto Hartford Ave. In 1 mile, turn right on Oak Street at the UMass Memorial Tri-River Family Health Center. The 'River Bend Farm Visitor Center' is 1/10 mile down the road on the left in the red barn. There is plenty of parking. The ranger wants us to park "in the field" at the northern edge of the visitors paved parking lot. There is a sign that reads "Parking in the field."

Hills of Greenville

Saturday - September 29

Times and Routes: 10:00 AM for 34 miles and 46 miles

Ride Type: Cue Sheet, Weekend Wheeler

Description: The ride includes lovely, scenic roads passing through historic New England towns, but you should be prepared for some serious hill climbing. Both rides in fact include one long, challenging hill in Mason, NH. The long ride includes several additional hills for your enjoyment. The lunch stop for the short ride is in Townsend, MA. Lunch for the long ride is in Greenville, NH. A follow the leader option will be available for the short ride. Rain cancels.

Leaders: Kimberley Fitch (781-354-4780, peerprint@yahoo.com)

Start: Groton/Dunstable Regional Middle School, 344 Main St. (Rt. 119), Groton

Directions: From Rt. 495, take exit 31 onto Rt. 119 West, toward Groton. Continue on 119 W for 7.3 miles, and the school is on your right.

Be sure to check the web site (<http://crw.org/cgi-bin/calendar.pl/?thismonth=yes>) for possible updates or cancellations.

CRW Trips

Mid-Coast Maine

October 5-8

Enjoy the three day Columbus Day weekend cycling in mid-coast Maine, in the Wiscasset-Boothbay-Camden area. Lots of quiet roads ranging from hills to harbors, with fall colors probably near peak. We'll stay in an attractive waterfront inn in Edgecomb/Wiscasset. Arrive Friday evening. Choice of about 35-60 mile rides on Saturday, Sunday and Monday. Probable routes include south to Boothbay Harbor, east through the Camden Hills and north to Gardiner. Optional hiking one day up 1,380 foot Mt. Megunticook. Some outstanding views from the second highest peak on the U.S. east coast. \$220 per person includes 3 nights lodging with 2 persons/room, three full breakfasts, some lunch food each day, and cue sheets and maps. Contact leader: Arnold Nadler, 978-745-9591, ardnadler@aol.com.

BIKE QUOTE

When man invented the bicycle he reached the peak of his attainments. Here was a machine of precision and balance for the convenience of man. And (unlike subsequent inventions for man's convenience) the more he used it, the fitter his body became. Here, for once, was a product of man's brain that was entirely beneficial to those who used it, and of no harm or irritation to others. Progress should have stopped when man invented the bicycle.

~Elizabeth West,
Hovel in the Hills

Climb to the Clouds - Continued from page 1

hungry. While not stuffing their faces, the volunteers swapped stories of their experiences at the event, what went well, what could be improved, and suggestions for next year.

We would like to thank those volunteers (aka "The Dream Team") who helped make this year such a success.

Volunteer Coordinator: Marilyn Hartman

Concord registration: Rosalie Blum, Cindy Sragg, Keith Rousseau, Mike Hanauer, Michael Pinnolis, Craig Pasek, Janet Blake, Dale Wickenheiser, Susan Berry, Ken Ross

Bolton Registration : Michael Aarons, Eli Post, Lindy King, Martha DasSarma, Beth Aarons, Todd Kaplan, Magdalen Cantwell, Eric Evans, Linda Stevens, Craig Weiner

Sterling Water stop: Howard Miller, Jeffrey Grossman, Marjory Aarons, Suzi Melotti

Berlin Water Stop: Michael Aarons, Beth Aarons, Connie Farb, Mike Sullivan, Julie Candiello

Davis Farm Water Stop: Jim Mello

Acton Water Stop: Rosalie Blum and Meg Curry

Food Volunteers: Susan Grieb, Heather White, Frank Hillers, Eric Evans, John Allen

Ride Sweeps: Michael Pinnolis, Eric Ferioli, Jochen Lorch, Eli Post and Ann Northup

Automotive support: Ken Hablow, Susan Grieb, Anthony Laskaris (Cycle Loft), Fred Kresse, John Nilsson

Arrowing: Ken Hablow, Connie Farb, Jack Donohue, Rich Fields.

Early warning system: Connie Farb, Don MacFarlane (who spent almost 2 months of chasing construction sites)

Mechanical support: Anthony Laskaris (Cycle Loft)

Anthony was again amazing in his ability to fix any sort of mechanical problem (including a broken seatpost) with blazing speed.

It was a year of construction. The bridge in Sterling right after the water stop was out starting in January. The local state DPW office told us it might be completed in time, but, of course, it was not. Detour #1.

Hudson Road in Sudbury was also under construction but luckily the final paving was completed the Friday before the event. At the last minute, the town of Wayland started to dig up Sherman's Bridge Road and closed it to traffic. Detour #2.

Luckily that was all we had, but other than the bridge in Sterling which we knew about in advance, the others meant new cue sheets and new arrows the week before the event.



Group Riding

(Adapted by Eli Post from an April 2004 Safety Corner article)

CRW rides are group rides. Whether arrowed, map-and-cue-sheet, or follow-the-leader, riding in groups requires a new set of skills compared to riding alone or with a small group of friends.

Group rides also tend to have greater impacts on the communities in which we ride and on other roadway users. On the other hand, group rides also provide new opportunities. They may encourage you to ride faster and/or longer, and develop new riding skills. The social aspects of group riding should not be forgotten. If you are accustomed to riding alone, you can add fun and variety to your routine with group cycling.

Some common characteristics of group rides

are: a) lots of strangers having a wide range of riding speeds and styles, b) routes and roadways with which you have little or no familiarity, c) the possibility of sudden slow downs, stops, or lateral moves to avoid an obstacle or bad pavement, and d) constrained visibility (your view being blocked by other cyclists). While group rides may feel intimidating at first, following a few basic guidelines can go a long way towards increasing your comfort and safety.

First, it's best to keep the group small. Smaller groups are safer for cyclists and easier on motorists. Group size on CRW rides tends to be smaller on weekdays or when weather is less than ideal. On CRW weekend rides in nice weather, expect a crowd—perhaps 100 riders or more. CRW centuries (which include shorter options) can attract several hundred. As you would intuitively think, you can avoid the crowd to some extent on larger rides by getting out in front (and staying there) or by waiting to depart until after the main pack has left. However, these strategies won't always produce the desired result. Staying in front of the pack only works for the strongest of riders. If you start behind the pack, you may catch up anyway. Still, it can be worthwhile to wait a few minutes. On a large ride, a conscientious ride leader will stagger the start to help keep

riders spread out. If he/she does, please leave with the appropriate release of riders.

Try to keep your group to eight riders at most. Even if you manage to start a ride in a small group, you may find that groups merge along the way. Slow down or speed up to join another group if you find yourself in a large pack

Take in the big picture. While you should focus attention on what's in front of you, be sure to check to the sides and behind you occasionally so that you know what's going on and can

be better prepared to react. Observe what motorists, pedestrians, pets, and other riders are doing, as well as roadway condition, parked vehicles, intersections, traffic signs/signals, etc. Many riders find a

rear-view mirror very helpful, but be aware of your blind spots. Turning your head and looking back is more reliable, but it's best to perfect this skill in an empty parking lot before using it on the open road.

Keep right, unless there's a good reason not to, such as when preparing to turn left, intentionally occupying a narrow lane in which it's unsafe for motorists to pass, making yourself more visible to motorists when there are side streets, or distancing yourself from hazards at the right edge of the road (for example, parked vehicles, broken pavement, debris, or drain grates).

If you are not already riding single file, single up at the first sign of traffic from behind. Do the same for traffic approaching from the front whenever the roadway is narrow, hilly, or winding. Call out "Car Back" or "Car Up" to alert other riders of approaching vehicles. Say "Car" regardless of the type of vehicle. According to Massachusetts's law, cyclists are required to ride single file at all times, except when passing.

Avoid "monkey see, monkey do". When the cyclist in front of you enters an intersection or changes lane position, do not assume it's safe for you to do the same. Check for traffic and make your own decision.

Signal your intentions. Look back and signal before changing lane position. Signal your intention to turn right or left before approaching an intersection, and signal before slowing (assuming you have time). However, keep both hands on the handlebars on rough roads, when braking, when turning, or whenever you need to for stability. Call out "Slowing", "Left Turn", or "Right Turn" to alert other cyclists of your intentions when it's not safe to signal. Shout it out so that riders behind you will hear.

Pointing is most effective and tells riders where the hazard is. Voice should only be used for very hazardous situations or when the rider cannot let one hand off the bar.

Keep right, unless there's a good reason not to, such as when preparing to turn left, intentionally occupying a narrow lane in which it's unsafe for motorists to pass, making yourself more visible to motorists when there are side streets, or distancing yourself from hazards at the right edge of the road (for example, parked vehicles, broken pavement, debris, or drain grates).

Always pass a slower cyclist on the left and call out "On Your Left" or "Passing". Use a friendly voice, loud enough to be heard, but not so loud as to spook the rider you're passing. Before passing, check behind you for vehicles or other cyclists. Give about three feet of clearance while passing—more on a fast descent.

When climbing hills, avoid following a wheel too closely. Many riders often lose their momentum when on a hill, which causes a sud-

den deceleration. A rider who is following too closely can bump wheels, possibly resulting in a fall.

Alert your fellow riders to road hazards such as broken pavement/bumps/holes, sand, glass, dogs, parked cars, motorists pulling out from driveways or side streets, etc. Pointing is most effective and tells riders where the hazard is. Voice should only be used for very hazardous situations or when the rider cannot let one hand off the bar. Pointing out hazards may leave the rider vulnerable and one should only point out hazards when very sure of one's control and unlikely to hit an unseen bump.

Ask permission before drafting. The rider may not feel comfortable being drafted, or may not even know that you're close behind.

When stopping (even momentarily), move well off the roadway, and remind others to do the same.

If you get a flat tire, walk your bike to a safe, comfortable spot well away from the roadway. Watch out for poison ivy. Ask permission before using driveways, lawns, or other private property for fixing flats.

When approaching a red light, stop behind the motorists already waiting, rather than riding up to the light. Those motorists have probably already passed you once. Why make them do it again? There are exceptions, such as when turning right on red, or in some heavy traffic situations.

Keep it neat at intersections. Stay single file, unless your group is intentionally occupying the width of a right or left-turn lane.

These guidelines do not substitute for exercising good judgment based on the specific circumstances that you encounter while riding. Find additional discussion of group riding tips in Chapter 7 of John S. Allen's "Street Smarts", available at your favorite cycle shop or online at <http://www.bikexpert.com/streetsmarts/usa/index.htm>.

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

CLASSIFIED ADS

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

FOR SALE

Zipp front and rear wheels - they are extra light with Vittoria tubular tires already glued on. \$1150 OBO (retail \$1900). Perfect condition - less than 1000 miles on them. Read about them here:

http://www.cyclingnews.com/tech.php?id=tech/2004/reviews/zipp_303

Peter (508-735-5960)

Hey you, dummy!! Yeah, I'm talking to you!

by Ken Hablow

*Have all of you lost your sense
of responsibility?
Do you have no regard whatsoever
for the law?*

The century committee spends the better part of 8 weeks in the final planning, organizing and route marking for Climb To The Clouds. We thought it was a great event this year with over 800 riders. Unfortunately throughout the entire day we had nothing but complaints from riders and the Princeton and Westminster police departments about cyclists riding several abreast on busy roads with total disregard for motorists. I spent the entire day Monday after the event answering emails from participants complaining about all the riders who blatantly disregarded the law and rode in packs spread out as many as 5 abreast.

One email documented the rudeness of cyclists toward motorists at the Kwik Stop in East Princeton. The cyclists would not let motorists into the parking lot. Sure we give them a lot of business - one day a year. If they say to me next year they are not opening the store on Sunday you have no place else to stop. The fellow who owns the ice cream shop across the street hates bicyclists. All it takes is one aggravated motorist to simply drive over several \$6,000 bikes lying in the parking lot to ruin your day.

This record number of problems involving some very rude and inconsiderate riders prompted issues with various police departments and private property owners who generally support us every year. There was a flurry of emails documenting many of these, a discussion with the Princeton Police department and the Princeton fire chief along with some very aggravated folks at Davis Farmland in Sterling. The

Princeton fire chief called me to tell me how upset he was with cyclists hanging onto the ambulance at the top of Mt. Wachusett then flipping the driver the bird when he used his PA to ask them to let go.

A meeting of the core group responsible for Climb to the Clouds was held soon after the event and as of this writing it has not been decided if the event will continue. If it does, it will be a much different event. A final decision will be made before the first of the year.

With all the work that goes into this event this type of behavior negates the satisfaction all of us get from putting this ride on.

The full report is online at <http://www.crw.org/CTTC/2007issues.html>.

This record number of problems involving some very rude and inconsiderate riders prompted issues with various police departments and private property owners who generally support us every year.

(Ed: While we're on the subject, I like to add my pet peeve, riders peeing in the bushes at the water stops. A large part of the expense of running a century is the cost of the porta-johns that we provide for your convenience (and that of others who would

rather not be subjected to a display of wee willie). Nonetheless, when I pulled into the water stop on the Spring Century I was greeted by a conga line of riders who apparently couldn't hold it for two more minutes until a portajohn opened up and couldn't be bothered to find a more discreet location. This does not do much for the image of CRW or bicycle riders in general. I don't much care where you decide to answer nature's call, Lord knows I've watered many trees in my time, but when you're at the rest stops, USE THE FACILITIES!) ⚙️

3rd Annual Benefit Bike Ride
Ridewiththechampions.org



SATURDAY
September 15th, 2007
Topsfield Fairgrounds, Topsfield MA

20 & 62 mile scenic courses • Fully supported
Ride With Special Olympics MA Champion Cyclists

Fairground Festivities Including:
Post-Ride BBQ, Music and Raffle
T-shirts and Fundraising Incentives for All Participants!



Special Olympics
MASSACHUSETTS



A Touring Life

By John Springfield

Tug Hill Plateau

It's quiet up here. There are no cars, only a few pickup trucks. The wind, which is constant out of the west, originates over Lake Ontario, climbs the plateau, and scrapes the landscape relentlessly. Perhaps not the first place a bicyclist would consider for a tour. But, for me, it is what I need: quiet. Some farms, put also a lot of trees that would have grown taller if not for the wind. The winters up here are simple: constant snow. Many farmers, mostly dairy, left years ago. Couldn't compete with the big farms in the Midwest, or maybe, couldn't handle the isolation, especially in winter.

Today it is an overcast summer day, in the low 70's. At 3 miles per hour, I struggle up the climb from Constableville. I am in no hurry. It will be a comfortable 50-mile day. I already had a little rain, and I expect more. Good for the body after a long climb. Good for the soul, too. I'm looking for a road called "Mackey". I should be able to take it to the east, come down off Tug Hill, and head back to the cottage. But the uphill shows no sign of ending. I see no indication of other life. No road signs warning of deer, no advertisements, no stores.

But the uphill shows no sign of ending. I see no indication of other life. No road signs warning of deer, no advertisements, no stores.

The hill ends, and I'm on the plateau. Still no Mackey Road, but the cycling is easier. The short trees expose the huge clouds rolling from the west. Almost like the wide-open spaces of the plain states. I forget that the New York Thru-Way hugs the Mohawk River only 30 miles south. I have found solace on a forgotten plateau. My mind clears itself. There is only the now. I'm no longer concerned about finding my way back. Events will occur, the wind will blow, the clouds will unfold, and I'll simply be here to take it all in.

It could have been a minute, or maybe an hour. But the landscape is interrupted by a small dirt road to the east. It's Mackey Road. Going east is out of the question: my tires are too skinny to handle the sand and rocks. I keep going north. Maybe I'll find another road. I fall back into my dream of wind and clouds. Something will happen to tell me where to turn.

Then I spot Fish Creek Road, a paved road going west. I turn, and begin a long descent off Tug Hill. I glide downhill for 3 or more miles as the scenery rushes by me. More farms now, more signs of others. I am returning to civilization. It is meant to be. You can't stay on the plateau forever. You have responsibilities to return to. You need to be back.

But I won't forget you, Tug Hill. I'll be back next summer. And maybe I'll bring my mountain bike. Find out where Mackey Road goes. I'll think of you when life in the city gets too hectic. I'll remember how you patiently endure whatever bad weather is thrown at you. But mostly, I'll remember your quiet. ⚙️

Ride Report: Cycle for Shelter

by Michael Foley

Dumbquick. That's how I rode the first half of the Cycle For Shelter charity ride, down alongside the Merrimac to the Atlantic Ocean, north along the New Hampshire coast, and then inland. 21 mph average at the halfway point. Flat out, pedal to the metal.

Did I snap? Of course I did, 21 mph is a spectacular pace for a 50 mile ride, but not so great a pace for a 100 mile century. But snapping and becoming unglued didn't ruin the day. Au contraire, this was one of the most beautiful, most fun, and strongest rides I have ever pedaled.

Overall

100.42 miles.

5 hours and 24 minutes.

18.6 mph avg.

4914 feet in elevation gain

8500 calories burned, that's nearly 3 pounds, not counting water loss

Heart rate, an easy zone 2.3 effort with 125 bpm average heart rate. Max HR of 178. Basically modulating between zone 2 and 3 the whole way.

My fastest century by a long shot.

The data

Looking at this data, I see a ride in 3 segments.

The first 55 miles is very fast...21 mph average speed, average HR 140. Totaling ripping it up, which was a blast.

Miles 55-65...this is what a meltdown from improper pacing looks like. See the 200 foot elevation gain at mile 42 in the graph detail on the website (<http://trail.motionbased.com/trail/activity/3427094>)? Normally when I am climbing hard my heart rate goes up, zone 4. But here, I totally fold on a little hill. I just couldn't push hard, my heart rate actually decreases on this hill. Snapped. I hung on until the rest stop at mile 55, barely. Then it took me 10 more miles to recover up until about mile 65. This was my bad patch.

Miles 65-100...I was riding strong again, not as strong of miles 0-55, but pretty strong again.

How it happened

The plan was to target an average speed of 15.8-16.5, with a target HR of 125. But when

the charity ride started it was an absolute testosterone train from the get go. To ride that far, that fast, it was totally electric and I was right at the front in the first 5 positions the whole way. In hindsight, I took a few too many hard pulls at the front, but whatever. The scenery was spectacular along the river, along the ocean, and inland in New Hampshire, and the riding a blast. I was starting to feel the pressure around mile 40, and started taking shorter pulls, and not pulling as hard, but the damage was pretty much already done. When a small hill came, snap, I practically folded. Luckily there was a rest stop shortly thereafter, so I stopped to refuel, but the whole group didn't stop, probably 90% just kept riding past the rest stop. "What kind of crazy people are these not to stop at a rest stop?", I thought

Speaking of rest stops, the rest stops were spectacular. There were 5 of them, and they were unbelievably stocked. Fresh fruit, water, Gatorade, Fig Newtons, bathrooms. Absolutely top-notch. At the rest stop with me were only 3 other riders, the peloton had rode on sans food and drink. I figured... eh, just as well. Here are 3 riders who are crazy enough to ride 20+ mph on a 100 ride, but not so crazy to pass up a rest stop....the selection had been made.

The next 10 miles were touch and go for me. I was hanging by a thread. See the low heart rate in the graph on the website, I couldn't push any harder. I couldn't hold the wheel in front of me. I skipped my pulls at the front. But by mile 65 I was recovered and riding strong again with my 3 riding companions, who, as it turned out, were great riding partners. Cooperative, good at pacelining, good pacing, willing to stop at all rest stops...we worked extremely well together the entire rest of the ride never

slowing, but never dropping anyone either. Funny, I can't remember their names anymore, but I can recall clearly how each climbed, how many gears in their rear sprocket cluster, the makes of their bikes, etc...

Post-ride

The apres ride exceeded all expectations. Pulling into the registration area there are people lined up clapping to congratulate you, banners and balloons and words of encouragement written in chalk on the pavement. I felt like I finished a stage of the tour de France. A guy with a microphone hooked up to a PA system interviewed each rider. "What is your name?" "How was the ride?" Each interview went on for a few minutes for each rider. Meanwhile, someone is snapping pictures.

The apres ride exceeded all expectations. Pulling into the registration area there are people lined up clapping to congratulate you, banners and balloons and words of encouragement written in chalk on the pavement.

Then there was food. Big BBQ...hamburgers, hot dogs, sausage, rice. Starbucks Coffee. Fresh fruit. Juice. It is a big party. Showers at the college. People to bathe your feet. Riders all over the place talking. I see one guy on the Cervelo, he says he 'won'. I ask him his average speed, 19.6...

pretty good for 100 miles...he was strong. He tells me some of how it unfolded. "Who survived with you?", I asked. I wanted to know who were the 5 strongest riders...to see if I was accurate in determining who out of that group were the strongest from their riding styles over the first 50 miles. Ah....

Then there was a massage. Never have I been more in need of a massage. My legs hurt. My back hurt. And ...with almost no waiting...I got a very thorough 20 minute massage. The massage felt so good, I realized for the first time I am a moaner when in the throes of such pleasure. Oh my lord was she good, it felt like

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Little Jack's Corner

by Jack Donohue



Some days things just don't work out as planned. So, the Sunday ride was "Climb to the Foothills" which I really wanted to do. Only problem was it started in South Acton, which was a 15 mile ride, so by the time I did the math, it was looking close to a century. I had done a long ride the day before, and really was looking for a shorter ride. But the weather forecast was for an absolutely perfect day, and Mrs. D. was away so I had no one to play with anyway.

I was considering other options, such as doing the short ride or (god forbid) driving to the ride, and as of Saturday night I had come to no definite conclusion. Decided to get up, have coffee, read the paper, and then decide. There was a tremendous downpour that night and I thought it might get rained out. But, no, Sunday morning dawned clear and cool, perfect biking weather. So, I decided on plan B, ride to the ride and see if I could find someone to give me a ride home.

When I got there, I saw the usual suspects, but for one reason or another, it didn't work out. So, I decided on plan C, which was to start the ride and find somewhere to turn off and just go home, thereby eliminating miles. I'd done this successfully a few weeks ago, when arrowing the Climb to the Clouds route. From Bolton I managed to pick up my Apple Pi arrows and went home that way.

Of course, there was still plan D, find a good group to suck wheel from and save my energy for the ride home.

Started out with a group of about 10 at a rather brisk pace, and by the time the first food stop arrived, I decided I wanted a kinder, gentler group to leach off if I had a prayer of getting home alive. That didn't work out either, I found myself in ride limbo, too slow to keep up with the faster groups, but having sucked wheel for miles before being spit out, way ahead of the groups I should have started with in the first place.

So, I'm riding up Justice Hill and I see a Climb to the Clouds arrow. Great, I thought, I'll just follow that, pick up the Apple Pi ride, and save

all sorts of miles. Wrong. I figured out that this plan was a dismal failure when I saw the sign for East Princeton, right next to one for Wachusett Mountain. So the light bulb finally went off in my head, and I realized I had followed the route OUT, not back. Did a hasty about face and rode most of the way down the hill leading the East Princeton, when it dawned on me that trying to follow the original ride arrows in reverse was bound to end in tears, and that I was already about as far out on the CTTC ride as I could be, so I might as well just follow it.

The arrows were very good, and I had actually ridden the route arrowing it a couple of weeks before, but by now paranoia was setting in. It seemed like I was continually going north on 140 or south on 140, and I kept seeing signs for one or more of the Boylstones, which I was bright enough to realize was another word for Worcester, which is like, western Massachusetts.

Then I got to the place where the bridge was out, and we had arrowed around it. Unfortunately, I didn't remember where those arrows were. So, I went down to see if I could do a little cyclocross action, get over the bridge somehow, and pick up the original route. There was a dirt section, with a rather steep drop off that I would somehow have to get me and bike around, and a few more obstacles after that (reminded me of a reward challenge on

So the light bulb finally went off in my head, and I realized I had followed the route OUT, not back.

Survivor). So, I opted not to do that, and went off to see if I could find the detour arrows. Went up what I thought was the logical road, which ended in a "No Exit" type road. Not good. At this point, I was afraid I would have to fall back on the Donohue Navigation System, which is that whenever you have a choice, take the bigger road, and eventually you will come to a numbered road with a sign pointing to some town you have heard of. That usually works, but I was in a network of residential roads that were all pretty much equivalent. I was stopped at an intersection, pondering which way to go, and happened to look down, and there was a CTTC arrow. Saved!

Finally got back to familiar territory, found my arrows and home, 122 miles later. So much for cutting off mileage. ⚙️

Cycle for Shelter - Continued from page 13

she was realigning my ribcage, resetting broken bones in my shoulders, kneading the living bejesus out of my thighs and calves.

Then more food. More chit-chat with people. It was so good I didn't even want to leave. I am now hooked...charity rides are the way to go. One charity ride, at least, for me every year.... they treat you so well. Oh yeah...I almost forgot...and it's a good cause.

The good cause

I shouldn't neglect to mention the good cause, helping the homeless. Homelessness is a difficult social issue. Many of those affected don't have any family, don't have a job, have psychological issues such as depression, or have substance issues. It is flip to say, "put down the bottle and get a job." Organizations such as Emmauswhen you listen to these people...they are not in it for themselves. They have many unpaid volunteers. They do it to selflessly help others, and target some of those most in need and most neglected to get their lives back together and live the fullest life possible.

Product Reviews

I tried 2 new cycling products, both which worked very well.

Nuun tablets

I tried these Nuun electrolyte hydration tablets, they come in a tube that you take with you on a ride. They dissolve like Tums and help with hydration, 0 calories. On a short ride, water or Gatorade is fine; but, on a long ride, Gatorade or water—which is what you can expect at a rest stop—does not provide enough electrolyte replacement and I've had issues in the past...cramping, bloating, hydration...and these little Nuun tablets seem to help.

Endurox R4

This is a recovery drink, I really don't know what is in it...but seems to work great. I feel fine now post-century, and have been using this for a bit now. I think it really helps with recovery. Something I learned, the first 45 minutes after a ride are the most important for your recovery. Give your body what it needs then.

Various Links

A link to a Google Earth file I made of the Cycle for Shelter route:

<http://bbs.keyhole.com/ubb/showflat.php/Cat/0/Number/953942/an/0/page/0#953942>

A link to this ride on Motionbased.com <http://trail.motionbased.com/trail/activity/3427094> -- replay my ride, relive my blistering pace and my meltdown

Fundraising page, still not too late to donate <http://www.firstgiving.com/michael01612>



July **1 5 9 1 6 2** MILEAGE TOTALS

Name	Miles	M	C	K	Name	Miles	M	C	K
Don MacFarlane	7717	7	1	5	Joe Repole	2989	7	7	-
John Bayley	6530	7	4	4	Joseph Moore	2878	3	-	-
Pamela Blalock	6412	7	4	4	Joseph Tavilla	2787	1	-	-
Tod Rodger	5846	6	4	4	Chris Lennon	2707	3	2	-
Jack Donohue	5822	-	-	3	Winslow Green	2526	2	1	-
Glen Reed	5436	4	4	4	Frank Aronson	2480	4	-	-
Richard Taylor	5243	7	7	1	Darrell Katz	2455	-	-	-
Jim Krantz	5119	6	3	2	Craig Weiner	2412	4	1	-
Steve Robins	4885	-	-	1	Cynthia Snow	2327	2	-	-
Dave Stefanovic	4699	3	4	-	George Ulrich	2197	2	-	-
Kevin Davis	4594	4	-	1	Peter Knox	2054	2	1	-
Larry Murphy	4297	7	-	-	Douglas Cohen	1895	2	-	-
Otto DeRuntz	4148	5	2	2	Lisa Weissmann	1884	3	-	-
Irving Kurki	4103	7	2	-	Darrow Loucks	1881	1	-	-
David Wean	3820	4	-	-	Cynthia Zabin	1876	-	-	-
Daniel Buchanan	3499	3	-	-	Jeff Holmes	1716	4	3	-
Marilyn Hartman	3426	4	2	-	Marc Webb	1586	2	-	-
John Goeller	3286	5	1	-	Alan Cantor	1405	2	-	-
Don Mitchell	3214	4	-	-	John Springfield	1393	-	4	-
Butch Pemstein	3130	-	-	-	Dan Freedman	1377	-	-	-
Gabor Demjen	3086	5	2	-	Bill Hanson	1349	-	-	-
Walter McKay	3037	4	-	-	Ed Hoffer	1284	-	-	-

Name	Miles	M	C	K
Bill Widnall	1282	2	-	-
Rudge McKenney	1275	1	-	-
Judy Insalaco	1231	1	1	-
Dick Arsenault	1214	-	-	-
Ted Elkins	1176	-	-	-
Mike Hanauer	1153	-	-	-
Walt Drag	780	2	1	-
Greg Tutunjian	738	1	-	-
John Kane	629	-	-	-
Tracey Ingle	598	-	-	-
George Caplan	568	-	-	-
Susan Grieb	564	-	-	-
Jeff Luxenberg	432	-	-	-
Vic Marcus	425	-	-	-
William Aldrich	290	1	-	-

Mileage Table Explained

Miles are year-to-date totals. The M column indicates the number of months the rider reported completing a metric century. The C column shows the number of months with a hundred mile century, and the K column is the number of months with 1000 or more miles.

Report mileage by the fifth of each month on the web site at <http://crw.org/mileage.htm> or email mileage@crw.org or call 781-275-3991



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617-926-1717

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508-366-1770

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617-527-0967

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Natick
508-655-1990

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Boston
617-232-0446

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781-890-1212

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781-272-2222
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978-774-3344
686 Worcester Rd.,
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508-875-5253

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800-527-9784

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- 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;
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