
WheelPeople

Newsletter of the Charles River Wheelmen

On the roads of New England since 1966

Volume XXXIII, Number 10 • October 2009

Charles River Wheelmen Volunteer Awards

The board will be voting on awards for volunteers who have contributed significantly to the club at the November board meeting. If you would like to nominate a volunteer you think worthy of an award, please email or mail the name and a brief description of why they deserve and award to:

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

Board Elections

Since we did not get more candidates for the board than required to fill the three positions available, we won't be having an election. The statements of the three candidates are below.

KIMBERLEY FITCH

I feel fortunate to be a member of a cycling club with over 40 year's history, which has over 1,300 energetic members, and which is run by a spirited group of volunteers. I'd like to do what I can to extend that history and keep the club vibrant. In particular, I feel all club members could benefit from a more welcoming and friendly environment. Since joining the club in 2004, I've volunteered as co-chair of the CRW 40th birthday celebration, CRW Publicity Coordinator, CRW Cohesiveness Club member, and ride leader.

HOWARD MILLER

I have been a CRW member for the past 6 years, largely in the capacity of working the Sterling water stop for the Climb to the Clouds, and to a lesser extent volunteering for Spring/

Board Elections - Cont. on page 3

Volunteer of
the Month



The Linda & Barry Nelson Team

by Kimberley Fitch

I interviewed long-time CRW volunteers Linda and Barry Nelson shortly after they returned from the 2009 Pan Mass Challenge ride, in early August. This was their 14th PMC ride - a significant achievement by anyone's standards. For two of these PMC events, the Nelson's rode a triple so that their son (now in his early twenties) could join them. As my interviews continued, it became clear that the Nelson's are not a couple who

Volunteer of the Month - Continued on page 8



Opening Doors

by Tad Staley

A car door opened suddenly in front of a bicyclist is one of the great and unanticipated hazards of bicycling on streets shared with automobiles. "Dooring" crashes can also be some of the most serious, especially when the opening door causes the bicyclist to fall into passing traffic. Even the slightest contact between a car door and the end of a handlebar can result in a spill. And dooring collisions don't only occur on the driver's side of the car - passengers exiting a car can be trouble for bicyclists passing a parked car on the right.

Dooring incidents are far from uncommon.



Dooring crashes constitute between 5% and 16% of all injury-producing incidents, according to CRW Safety Committee member John S. Allen who cites various sources in his article about car-door collisions, on-street parking and bike lanes. (<http://www.bikexpert.com/bikepol/facil/lanes/dooring.htm>)

How to Avoid Being Doored

The first step in avoiding getting doored is to recognize that it can happen unexpectedly. You can try to look inside each parked car before you pass it and respond accordingly, but in his

Safety Corner - Continued on page 9



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 Ken Hablow at 781-647-0233. 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
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Eli Post	2009	617-306-1838
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Cindy Sragg	2010	617-987-8778

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Safety Coordinator	Pierre Avignon	978-510-1021

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Intro Rides	OPEN	
Century Committee	Eli Post	617-306-1838
Wednesday Fitness and Masters Ride	Keith Miller	508-647-7564
	Chris Tweed	781-830-1368
Wednesday Wheelers	Helen Greitzer	508-358-4668
Wednesday Ice Cream Ride	Gabor Demjen	781-444-4508
	Roger Bonomi	617-686-4073
	Rudge McKenney	617-332-6242
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
Sunday Fitness Rides	Andy Brand	617-247-9770
	Bob Dyson	508-668-8122

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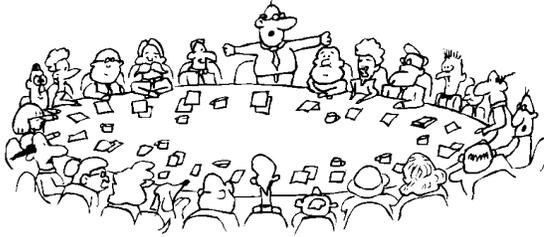
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Administrator	Barry Nelson barrynelson@alum.mit.edu

For email contact go to the hot links at <http://crw.org/contacts.php>

CRW Board Minutes

September 1, 2009



Present: Don Blake, Eli Post, Steve Cohen, Jack Donohue, Cindy Sragg, Rosalie Blum

Minutes: The previous meeting's minutes were accepted.

Reports

President (Jack) - PayPal accepted our status as a 501c3 corporation and is reducing their transaction fees.

VP Rides (Eli) - The 2009 weekend rides program is in excellent shape. Saturday/Sunday rides are set through November. Thereafter rides will be announced on a weather dependent basis. The organization for the Fall Century is complete. There is now an email list of ride leaders that will be used for leader-specific communications.

Treasurer (Don) - Current club cash balance is ~\$67,000

Membership (Jack) - Membership statistics for July 2009: 1124 current memberships, 1348 current members, 56 new members, 47 expired members.

Old Business

Membership and connectivity - membership is continuing to rise, gaining over 10% since the end of last year. This is the result of many actions. Two specific ones that stand out are improved follow-up on lapsed members (thanks to Mike Hanauer) and the new Wednesday Wheeler policy of requiring membership to be on their special email list.

Policy documents - the newly revised century handbook is posted on the CRW website

The Saturday fitness ride continues as a members-only ride.

Bike shop program - Jack will investigate putting permanent signage re CRW in key bike shops that specifically cater to CRW members.



New Business

Ride leader gifts - the board authorized \$1,000 for this program.

Membership dues - members that receive WheelPeople by email will have their dues cut by \$5.00 in view of the cost savings vs. printing and mailing. The start date of this program will be announced in the near future.

Holiday party - scheduled for 12/4/09. Helen Greitzer is the event organizer.

Mayor's Cup Pro Race - CRW members will be asked if they want to house a professional rider for a night or two in support of this flagship event.

New member promotion will take place at the Fall Century.

The next board meeting will take place on Tuesday, November 3, 2009 at 7:00PM in the library of the St. Paul's Church Bedford, MA.

Respectfully submitted,
Stephen Cohen
Secretary

Board Elections - Continued from page 1

Fall centuries. My professional background is I have an MBA from Bentley College, in which I also served on the graduate student activity board, and I work in Boston for a large commercial real estate company.

If elected my focus would be to make joining and volunteering more appealing for young professionals who can solidify the future success and stability of CRW.

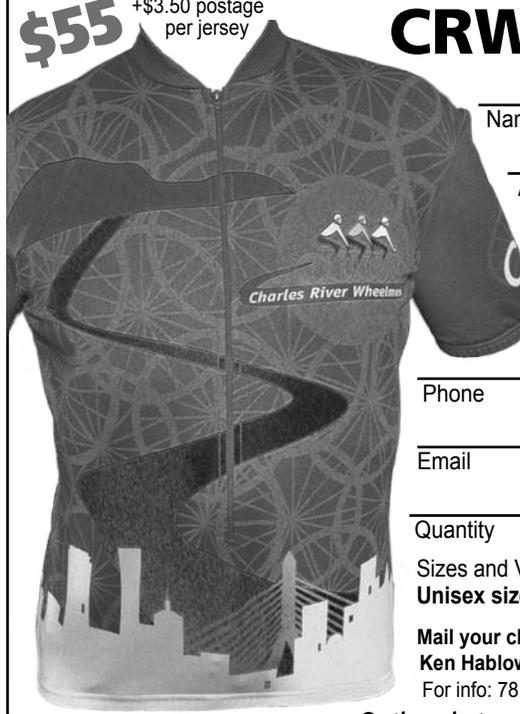
ELI POST

I am currently on the Board, and also serve as the Vice President of Rides and Chair of the Century Committee. This past season we not only filled the Calendar each and every weekend, but also introduced several new rides, and had multiple rides on the same day, all of which provided members with expanded ride opportunities. Serving on the CRW board would allow me to participate in the current and future direction of the rides program, and the club overall. Thanks for your vote. 🌀



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Recurring Rides

These rides are held every week unless indicated

Sunday South Shore Coastal Loop



Times and Routes: 7:00 AM Rides of 39 and 52 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 get up early enough to leave promptly at 7 will be paid back by having a great ride with little traffic, and you'll be home in time to cook omelets for Sunday brunch! The SSCL will take place every week, weather permitting. The 39-mile loop includes Rockland, Hingham, Norwell, Scituate, and Cohasset with a coffee stop in Scituate Harbor. The 52-mile ride adds a loop to Pemberton Point in Hull, with its magnificent views of Boston Harbor from under the windmill, where we regroup! An ideal ride for fast to moderate riders with paceline 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 128 or 93 to 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. Space unlimited. Please check the website Saturday after 9:30 PM for last minute cancellations.

Note: Looks like we just missed the storm. The ride is on.

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: Helen Greitzer (helengreitzer@hotmail.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 Helen

Thursday Fitness and Fun Ride



Times and Routes: 5:00 PM, 25 or 30 Miles

Ride Type: Cue Sheet, 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. Please bring your lights, and bright clothing is strongly recommended

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

(617-835-9731, JBWESF@yahoo.com)

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 the ride. As the season progresses, the start time will be adjusted.



Friday TGIF Unwinder

Times and Routes: Rides of 18, 24, or 28 miles. See the CRW website for times and the date of the last ride.

Ride Type: Cue Sheet, Map, Arrowed

Description: A club ride that provides something for all tastes. There is usually a fast group riding paceline (18mph+) while others tour at their own speed. The ride winds through the low traffic 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 ~1.25 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 just after the police station and then a quick RIGHT to go behind (west of) the library.

Saturday Morning Fitness Ride

Times and Routes: 7 AM, 7:30 AM starting Oct 4th. This ride runs all year round. Three routes: 42, 28 and 19 miles

Ride Type: Cue Sheet, Arrowed

Description: You will ride scenic rolling roads through Needham, Dover, Sherborn, and Medfield. We usually try to start people in groups of 10-12 riders, grouped by distance and average speed. However, this is a popular ride, so if you know the route and come with a group of 5 or more riders, please just start immediately and do not wait at the start. We encourage people to wait and regroup 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 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: 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.

NOTE: Starting Oct 4 the start time is moved to 7:30 AM. Last official ride of the season is Oct 11, but check the web site for last minute later rides which will be weather dependant.



October Rides

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.

Cape Cod Ride

Saturday - October 3

Times and Routes: 10 AM for 31, 38, or 61 miles

Ride Type: Cue Sheet, Map

Description: A gorgeous ride mostly on lightly traveled roads with views of Cape Cod Bay, Buzards Bay, Vineyard Sound, cranberry bogs, golf courses, and salt ponds. To add a bit of variety the ride will go in the opposite direction from this Spring's ride. The 61 mile ride passes along Vineyard sound into Woods Hole, then up to North Falmouth, Monument Beach and along the Cape Cod canal bike path before turning inland to return to the start. The 31 mile ride follows the first 22 miles of the 61 mile ride to West Falmouth where it turns inland to return to the start. The 38 mile ride follows the first 27 miles of the 61 mile route to North Falmouth where it turns inland to return to the start. If you think you already done this ride, think again, everything looks different when riding in a different direction, so come on down!



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

Start: Mashpee High School, at Old Barnstable Road and Rte 151, about 75 miles from Boston

Directions: Via Bourne Bridge: Once over the bridge, continue around the circle to Rte 28 south. Go 7 miles to Rte 151 east (right off the exit ramp.) Go 5.5 miles to Old Barnstable

Road (at light), turn right and then take the first left into Mashpee High School, and next left (deliveries sign) into parking lot. Via Sagamore Bridge: Once over the bridge, take exit 2 (Rte 130 south, Cotuit, Mashpee) and after 7.2 miles turn right onto Great Neck Road. One mile further turn right onto Lowell Road. Lowell Road becomes Old Barnstable Road and after 1.9 miles crosses Rte 151 at a light. Turn left into Mashpee High School just after the light and take the next left (deliveries sign) into parking lot.

Knot Maynard

Saturday - October 3

Times and Routes: 9:30 for 77.7 and 50.3 miles, 9:45 for 30 miles

Ride Type: Cue Sheet, Arrowed

Description: This is the time of year we have all been waiting for. Everyone is in shape, the temps have dropped from their sultry highs. The humidity (stickiness) has abated. The mosquitoes are history. And fall colors should be coming on strong! Ride characteristics include: a combination of rolling hills and meandering country roads, rural scenery and colonial townscape. This time of year you may not want to pause to swim in Walden Pond or Boon Lake - the long route takes you past Mas-sapoag Pond too. Believe it or not, depending on how you mix and match the routes (they diverge and converge several times), there are ten options from the shortest 30 miles to the longest 77.7 miles. Do Knot Maynard your way - bring picnic snacks, enjoy the scenery and stop along the way. Remember - DRINK PLENTY OF FLUIDS!

Leaders: Everett Briggs (617-968-2205, feed.the.dream@comcast.net)

Start: Concord-Carlisle Regional High School, 500 Walden St, Concord

Directions: FROM BOSTON: Rte. 2 to Rte. 126. Turn right at lights. School driveway on left at bottom of hill FROM WALTHAM AREA: Rte. 128 South to Rte. 2. Take Rte. 2 West to Rte. 126. Turn right at lights. School driveway on

Bicycle Quote

There is something uncanny in the noiseless rush of the cyclist, as he comes into view, passes by, and disappears.

--Popular Science, 1891

left at bottom of hill. FROM LEXINGTON & NORTH OF 128 BELT: Rte. 128 South to Rte. 2. Take Rte. 2 West to Rte 126. Turn right at lights. School driveway on left at bottom of hill. FROM LOWELL AREA: Lowell to Chelmsford, Carlisle to Concord. Enter Concord Center from Lowell Road. Through Center on Main Street to Sudbury Road. Left on Thoreau Street. School Driveway on right. FROM WESTERN MASS: Mass Turnpike to Rte. 495 Exit. North to Rte. 2 East. Turn left at Rte. 126. School driveway is on left.

Note: Rain cancels - if in doubt, check web site for last minute update on the morning of the ride.



Two State Tango (Revised)

Sunday - October 4

Times and Routes: 10:00 a.m. for 45 and 60 miles

Ride Type: Cue Sheet, Arrowed

Description: The new start is to take advantage of the Commuter Rail. Independent starters will be able to take the 11:05 a.m. train from South Station to Attleboro, arriving at 11:53 a.m. You can also get an earlier start on a subsequent Saturday or any weekday, as the trains run earlier. Those who ride fast enough should be able to complete the short ride before sundown. Contact me in **ADVANCE** if you intend to start later than the official start. Lawyerese just to keep you worried, and slightly in fun: Regardless of whether you are a member or non-member, or a waiver is signed, this ride occurs entirely on public ways or ways on which the public has access, and shares the entire route with motorists. You assume the risk of injury by virtue of engaging in cycling and following arrows or cue sheets suggesting a route. If you are a REAL "turtle" and start on your own at a later time, you risk being on the road after sunset (check the U.S. Naval Observatory website for an exact time), and should have appropriate lights and warm reflective clothing. God, this guy is a wordy S.O.B. Starting at the Attleboro Commuter Rail lot on South Main Street (Route 152), both rides go northwest, tangoing over the Massachusetts-Rhode Island border, going through Attleboro, North Attleboro, Plainville, Wrentham, and Franklin, Mass. as well as Cumberland, Rhode

Island. The longer route cuts off further north through Bellingham, into Mendon and past the Southwick Petting Zoo, before re-joining the short route in Franklin. Moderate hills, quiet and rural roads. This is often a great time to view the foliage of the "deep South." There are no formal lunch stops, but several possible stops will be noted in the cue sheets. The "Ice Cream Machine" in Cumberland, RI, will be a nice stop at mile 17. Toward the end of the ride (approx mile 28 short, 48 long) is "The Big Apple," an orchard store in Wrentham at which you can have warm cider, various kinds of apples, fresh, old-fashioned donuts, hay rides, and chats with thousands of honey bees who want to share your warm cider. This ride is a little earlier this year, so varieties may be different. Please note that there are no rest rooms at the start, and the area is somewhat residential. There is a Dunkin Donuts on your right on Rt. 152 (North Main Street) as you come into the center of Attleboro.

Leaders: Greg Lee (508-643-4134, greglee@gregleelaw.com)

Start: Attleboro Commuter Rail Station, Rt. 152 (South Main Street)

Directions: Rt. 95 to Exit 5 for Route 152. The ramp goes up to a traffic light. Turn **LEFT** at the light onto Robert Toner Boulevard, then **RIGHT** on Rt. 152 (North Main Street). From there, proceed about 2.2 miles into and through Attleboro center. You will pass the Dunkin Donuts, Courthouse, and Library on your right and come to a light at the intersection of Rt. 152 (North Main Street) and Rt. 123 (County Street right/Park Street left). You **VEER** right to stay on Rt. 152 (becomes South Main Street), but do **NOT** turn left onto Rt. 123 (County Street) (unless, of course, you are interested on going west and finding yourself lost). You will see the commuter rail station about 2 tenths of a mile ahead, which is higher than the roadway. There are **TWO** underpasses going under the rails. Pass the **FIRST** underpass. Parking is on the **RIGHT** just before the **SECOND** underpass. Sundays are free of charge, last time I checked. Rail Users -- Attleboro Station on the Providence Line. Do **NOT** confuse with the "South Attleboro" stop. Use the Attleboro stop.



Hills of Greenville

Saturday - October 10

Times and Routes: 10:00 AM for 34, 46 and 58 miles

Ride Type: Cue Sheet, Map

Description: The ride includes lovely, scenic roads passing through historic New England towns, but you should be prepared for some serious hill climbing. All rides in fact include one long, challenging hill in Mason, NH. The medium and long rides include several additional hills for your enjoyment. The lunch stop for the short ride is in Townsend, MA. Lunch for the medium and long rides is in Greenville, NH. Inclement weather will cancel the ride. In that event we will post a notice by 11 pm the night before the ride

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

Start: 344 Main St., Groton, MA

Directions: The ride begins at Groton/Dunstable Regional Middle School. 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.

Tour sans Carlisle

Sunday - October 11

Times and Routes: 9:30 AM for options of about 30 and 60 miles

Ride Type: Cue Sheet, Map, Arrowed

Description: Rerouted this year to skip Carlisle and to extend to the west and north, this ride provides a blend of gentle grades with some hilly sections through towns of Westford, Groton, and Dunstable, including a climb to a radio telescope (great views). The long ride adds Pepperell and Hollis, NH.

Leaders: Bob Zogg (617-489-5913, bobzogg@verizon.net)

Start: Byam School, 25 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.

Tour sans Carlisle

Saturday - October 17

Times and Routes: 9:30 AM for options of about 30 and 60 miles

Ride Type: Cue Sheet, Map, Arrowed

Description: Rerouted this year to skip Carlisle and to extend to the west and north, this ride provides a blend of gentle grades with some hilly sections through towns of Westford, Groton, and Dunstable, including a climb to a radio telescope (great views). The long ride adds Pepperell and Hollis, NH.

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Harvard Hill Climb

Sunday - October 18

Times and Routes: 10:00 AM for 35 and, 50 miles

Ride Type: Cue Sheet, Arrowed

Description: Both short and long rides include several hill climbs and smooth descents in the Harvard/Bolton "big thigh" country. The long ride adds a 15-mile loop that includes Lancaster.

Leaders: Patrick Ward (781-646-9196, PGWard@verizon.net)

Start: Parking lot, Taylor Road, Littleton

Directions: Take Route 2 West to Exit 39, 1/4 miles west of the I-495 exit. Turn right at end of Taylor Road exit ramp. In a half mile, turn left onto Foster Street. Take the first right into the 300 Foster St. parking lot. Go around to the back of the building and park at the bottom of the hill (changed from previous year). Or take Fitchburg commuter rail line to 495 stop.

Blackstone Valley - Hills and Mills

Saturday - October 24

Times and Routes: 10:00 am for 30 and 39 miles

Ride Type: Cue Sheet, Arrowed

Description: This is a hilly, challenging ride with 30 and 39-mile options. Ride scenic roads from Westborough through Upton, Northbridge, and Grafton. Long ride adds Mendon and Uxbridge.

Leaders: Ellen Gugel (508-366-5884, emgugel@verizon.net)

Start: (Stop & Shop, BJ's). 290 Turnpike Rd, Westborough

Directions: From Route 495: Take Exit for Route 9 West (Exit 23B). Approx. 4 miles west of I-495 on Route 9 turn left at the 2nd traffic light into the Speedway Plaza (Stop & Shop, BJ's) - meet over near Stop & Shop to the far west end. (You'll pass intersections of Route 30 and Route 135 before the Speedway Plaza.) From Mass Pike heading west, take exit 12 and Rt 9 west. Cross I-495 and follow above directions.

Note: Rain cancels

Bagels and A Buffalo

Sunday - October 25

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

Ride Type: Cue Sheet, Map, Arrowed

Description: Flat to rolling loops through the North Shore. All rides pass through Boxford, Topsfield and Rowley. Medium ride adds Newbury and Newburyport. Long ride adds Plum Island including the newly paved bike lane on the Plum Island Causeway. Short ride lunch stop is in Topsfield at Topsfield Bagels. Long and medium ride lunch stop is in Newburyport at Abraham's Bagels This ride is offered jointly by North Shore Cyclists.

Leaders: Melinda Lyon (978-887-5755, melindalyon@verizon.net)

Start: Masconomet High School, Boxford, MA

Directions: Interstate 95 north to exit 51 "Endicott Rd, Topsfield, Middleton". Take right at end of exit ramp. High School is on right. Please drive past high school and park in lot at the far end of the school complex.



Linda's Early Birthday Ride

Saturday - October 31

Times and Routes: 9:55 for 27, 32 or 50 miles

Ride Type: Cue Sheet, Map

Description: We take serene and lightly traveled back roads through the safe neighborhoods of Wellesley, Weston, Wayland, Sudbury, and Lincoln. The long rides add Concord.

Leaders: Barry Nelson (617-964-5727 before 9PM, BarryNelson@alum.MIT.edu), Linda Nelson (617-964-5727 before 9 PM)

Start: Auburndale commuter rail station parking lot, 451 Auburn St, Auburndale

Directions: From Route 128 take the Exit for Route 30. Take Route 30 East toward Newton. At the first light bear to the right for Auburn St. The parking lot is on the right just after Woodland Rd.

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

CRW Trips

Midcoast Maine Weekend

Oct. 1-4 (Thursday evening - Sunday) or Oct. 2-4 (Friday evening - Sunday)

Your choice of a two or three day weekend to enjoy the Penobscot Bay/Camden Hills region, when fall colors are starting to brighten the countryside. This is one of the most picturesque parts of Maine. Its scenery often rivals that of Acadia National Park, but is 80 miles closer to Boston. One ride goes down the Port Clyde peninsula, arguably the most beautiful peninsula in Maine for bicycling. Another ride goes through the Camden Hills, with views of Mt. Megunticook and its cliffs. At 1,385 feet, Megunticook is second only to Acadia's Cadillac Mountain (1,531 ft.) on the U.S. east coast. For a third day, options include additional bicycling, hiking to the top of Megunticook (spectacular views overlooking Camden Harbor), short cruises on ocean schooners, ferry rides to nearby islands, and visiting nearby museums including the Farnsworth Art and Owls Head Transportation Museums.

Short rides are from about 25-35 miles. Long rides about 45-55 miles. Flat to rolling terrain with some hills. Port Clyde long ride has 2,000 feet of climbing in 45 miles. Camden Hills long ride has 3,500 feet of climbing in 55 miles.

Lodging is in Rockland, ME, which calls itself "the Lobster Capital of the World." Views of Penobscot Bay from each of our rooms. Easy walking distance to downtown restaurants and to a neat bike shop with a coffee bar. 190 miles from Boston. Somewhat less from the North Shore. Bus from Boston stops across the street from our hotel in Rockland.

Costs are as follows: 2 nights, double occupancy = \$145/person. 2 nights, single occupancy = \$235/person. 3 nights, double occupancy = \$210/person. 3 nights, single occupancy = \$345/person. Price includes lodging, expanded continental breakfasts each day, road snacks (trail mix, trail bars, etc.), cue sheets, maps and some arrowing.

To sign up: Contact leader Arnold Nadler: ardnadler@aol.com, 978-745-9591, 978-766-1128 (cell) or coleader Jimmy White: Jimmymail@verizon.net, 978-689-9847, 978-621-5935 (cell).



Volunteer of the Month - Continued from page 1
wade idly in the shallow end. When they decide to pursue something, they dive in all the way and commit to it.

How long have you been cycling? We both cycled as children. We became interested in cycling again about 20 years ago, after our son was born. At the time, Barry was playing tennis competitively. We decided to transition to a sport that the entire family could enjoy together. We started riding single bikes, and we towed a trailer for our son. Our son rode with us on a triple in the PMC when he was 15 and 16 years old. Of course, our son would never be seen with his Mom on a bike now!

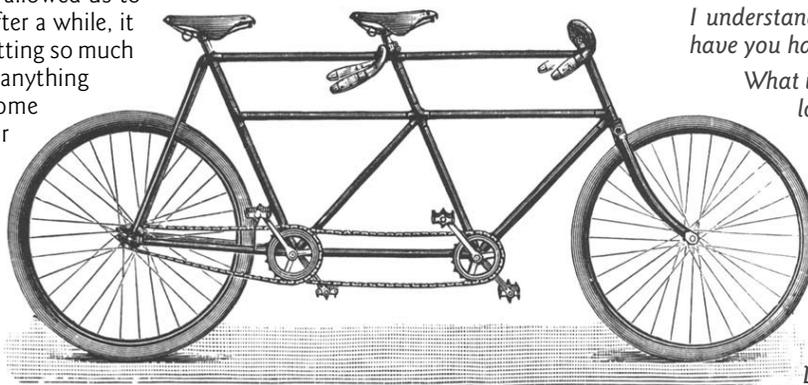
What got you interested in the CRW? We enjoyed the way the club rides allowed us to explore all areas of the state. After a while, it didn't feel right that we were getting so much out of the club, and not giving anything back. So we decided to become more active. We found that our involvement led to many lasting friendships within the club.

What roles have you held with the club? **Barry:** There was a period when both Linda and I served on the CRW Board at the same time. I remember that we were pretty much of one mind during those Board meetings. We always agreed on all issues, all of the time. But it never seemed to last - the second we walked out of those Board meetings in the evening, we found out very quickly that we were no longer of one mind.

The Nelsons have a long history of volunteerism for CRW. They began by leading a ride. Then Barry became CRW Secretary. Eventually Barry accepted the position of President of the Board (2001 and 2002). Both Barry and Linda served as Board members after Barry was no longer President. For many years, Linda has held the role of CRW Membership Coordinator. In addition, both Barry and Linda currently work on the CRW Century Committee as registration volunteers.

I've seen you on CRW rides with your tandem. How long have you been riding the tandem? We rode single bikes for a while, and eventually found that our speeds were not compatible. So we decided to purchase a tandem about 17 years ago.

Linda: After we purchased the tandem, Barry and I normally rode together on the weekends. Of course, it was nice to have the single bike available for occasional use in the rare case that I chose to go out on my own. One day, I made my way down into the basement to get my single bike, and discovered that I couldn't locate it. It was not where I had left it, and after a thorough inspection, I realized that my bike wasn't in the basement at all. I asked Barry about this mysterious disappearance,



and found out that he actually had sold my bike! But he never mentioned it to me at the time. I really liked that bike.

Barry: I admit it, I shouldn't have sold Linda's bike without consulting Linda. I made a mistake and it was not the right thing to do. At the same time, it was difficult for me to watch as the bike gathered dust in the basement for five years. One day, my colleague expressed an interest in purchasing a bike for his wife. I felt that Linda's bike would be perfect for the need, so I sold it. It's funny - Linda didn't notice the bike was missing until three years after the bike was sold.

OK. At this point I'd like to switch gears and talk about what you do when you are not cycling.

Linda: I've worked at Childrens Hospital for 20 years, where I teach and treat patients. I also teach at Harvard Dental School.

Barry: I work as a consultant in the computer industry for EMC Corporation.

Linda and I also host families as part of Hospitality Homes, a program for people who visit the area to spend time with family members who are receiving treatment at Boston Medical facilities. Relatives want to be with patients to support them, yet sometimes these relatives cannot afford the high cost of Boston hotels. We open our homes to people who need a place to stay.

I understand that you are Vegan. How long have you had a vegan diet? Since 1971.

What is your favorite vegan meal after a long ride? We enjoy seitan, which is a wheat based substitute for meat. Meat eaters probably would not be very interested in it.

Who usually cooks dinner? Neither of us. We purchase prepared meals from Whole Foods, and zap them in the microwave.

Do you cycle outside of the CRW? Cycling is a big part of our lives.

We've gone on cycling trips in France, Scotland, Italy, the Canadian Rockies, California, and we recently returned from a trip to Great Barrington. Whenever we travel, we cycle.

Barry: I also ride with the Crack O' Dawn riders. The group meets every weekday of the year, beginning at 5:45 AM. Their motto is "Be there, or ride alone". I make a habit of riding first thing in the morning, since at that hour it's difficult to conjure up a legitimate excuse not to ride. In contrast, if you ride after work, anything can get in the way. Linda used to be a regular Crack O' Dawn rider during the week, but her schedule changed and she now needs to be at work at 7:00 AM.

When do you Sleep?

Barry: I go to sleep at 9:00 PM and wake up at 5:00 AM. As you can imagine, this schedule does not leave much opportunity for a dynamic social agenda.

The next time you see Linda and Barry out there on their tandem, you may want to learn more about their dedication to their passions over the years, congratulate them for their 14th PMC ride, acknowledge their many years of CRW volunteerism, or hear about their next cycling trip. ... but please don't bring up the subject of Linda's single bike. The Nelsons make a great team on the tandem, and it looks like they want to keep it that way. ☺

Eerie Quiet

by Eli Post

My cell rang and I was temporarily distracted when I heard a "car back" call, which had a note of urgency, and which was immediately followed by a honk that startled me. I was not aware of the approaching vehicle, and while I was not in any danger, I was reminded that unlike their gas-guzzling brethren, hybrids have an eerie quiet, and present cyclists with yet another safety challenge.

Hybrids are currently just above 2% of new cars sales, but are growing rapidly. We don't

mean to challenge the movement, but when running on their batteries, these vehicles are really quiet, perhaps too quiet. Unlike standard combustion engines, hybrid and electric vehicles emit very little sound when traveling under 25 miles per hour—so little, in fact, that their stealth character becomes an enormous danger to cyclists who are used to hearing roaring engines.

There is talk in the news about legislation to mandate noisier cars, but it's not clear how this will play out. For the moment we need to recalibrate our ears and be aware that more and more of these quiet cars are on the road. ☺

Bruce Freeman Rail Trail Ribbon Cutting Ceremony

After waiting for 24 years, the celebrants at the opening of Phase 1 of the Bruce Freeman Rail Trail on August 29th were undeterred by the inclement weather brought by Hurricane Dan. Over 300 jubilant people crowded into Chelmsford's Old Town Hall for the ribbon-cutting ceremony, which started with a jazz band concert and presentation of the colors by a local boy scout troop color guard.

Mass Highway Commissioner Luisa Paiewonksy led off the speakers, who included Daphne Freeman, widow of Representative Bruce Freeman, and Representative Carol Cleven, who introduced the legislation creating the Bruce Freeman Rail Trail in 1987, as well as others who were instrumental over the years in getting the trail built. The ceremonial ribbon cutting was greeted with enthusiastic applause.

Helium-filled balloons, cake, and ice cream and booths of about 20 non-profit organizations completed the day.

This section of the trail, known as Phase 1, is 6.8 miles long and runs from Cross Point Towers in Lowell, through Chelmsford, and ends at the intersection of Routes 225 and 27 in Westford. When complete, the BFRT will be a total of 25 miles and run through Carlisle, Acton, Concord, Sudbury, and end at Route 9 in Framingham. It will be an important north-

south connection in the anticipated network of multi-use trails in the area north and west of Boston. And for cyclists who have been unwilling to risk life and limb traversing the Route 2 Rotary in Concord, it will (eventually) offer a safe crossing of Route 2 from Concord into Acton.

The Friends of the Bruce Freeman Rail Trail have been strong and effective advocates for obtaining funding for the completion of the trail. Mass Highway has accepted 25% designs from both Phases 2A (Westford, Carlisle, and Acton) and 2C (Concord). Phase 2B will be included in the Rotary redesign project. Phase 2D in Sudbury is in the preliminary planning stage, and Phase 3 in Framingham seems to be further in the future.

Come experience the BFRT for yourself. It is only 6 miles from Concord Center, already a popular CRW destination. Take Lowell Road to Westford Road and continue onto (newly repaved) West Street in Carlisle and into Westford, where it becomes Blaney Street. You will find the trail head at the intersection of Routes 225 and 27. Although the trail eventually goes into Chelmsford Center, the southern section is quite rural in nature. Be aware, however, that the trail is hugely popular and that cyclists will need to exercise caution when sharing the trail with users of all ages.

For further information please see the Friends' website:

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

CRW Yahoo Groups

by Eli Post

The Boston Globe ran a story August 2009 about unruly riders, calling them "rule-breakers that challenge city's bike-friendly effort." Some CRW Yahoo Group members took exception to this global condemnation and let their opinions be known. Many others however hopped on the bandwagon. To view the complete history or keep abreast of future postings, join the CRW Yahoo Group at <http://sports.groups.yahoo.com/group/CharlesRiverWheelmen/>.

Our Yahoo Group is a general discussion list open to all club members as well as non-members. The messages typically cover cycling related events, technical matters, member news or news events. The format of the Group allows you to follow a subject as an observer or post a response to the Group if the moment strikes you. Most postings are of short duration, but every so often there is a posting that hits home and unleashes an unending torrent of replies, a "thread" of indeterminate length, as in the case of the Globe article.

The Club administration also maintains an announcement list to send information to club members that could not be included in WheelPeople. You can subscribe to the list by sending an email to: crwannounce-subscribe@yahogroups.com This list is intended only for announcements from club officers, and it is used infrequently, so you needn't worry about your inbox filling up. 

Safety Corner - Continued from page 1

book *Effective Cycling*, John Forester describes the limitations of this approach. "At 15 mph it takes more than two car lengths to recognize a danger and stop, and you can't see the danger two car lengths ahead." With increased use of tinted windows in automobiles, it has become more difficult to look inside parked cars.

The Door Zone is an imaginary 4-foot buffer along the side of a parked car where an opening door can hit and seriously injure a bicyclist. One simple test of whether you're in the Door Zone is this: if you could reach out and touch a parked car as you pass it, you're vulnerable to opening doors.

Even in cases where there is a bike lane alongside a row of parked cars, it doesn't mean it's safe from doors. When riding in a bike lane, ride on the left side of the lane - again, at least 4 feet from parked cars. The additional space helps you avoid other hazards too, such as pedestrians who step out from between cars, or a car that encroaches onto the street from a driveway to allow the driver to scan for cross traffic.

Between a Parked Car and a Hard Place
Creating this buffer between you and parked

cars can put you into an active traffic lane. The web site [BicycleSafe.com](http://www.bicyclesafe.com) suggests that in this case, a bicyclist should assert his or her legal right as a vehicle driver: "Ride far enough to the left that you won't run into any door that's opened unexpectedly. You may be wary about riding so far into the lane that cars can't pass you easily, but you're more likely to get doored by a parked car if you ride too close to it than you are to get hit from behind by a car which can clearly see you."

John Forester agrees: "If someone opens a door close ahead of you, you have only one choice: dodge out into the traffic lane. It is much safer to ride there consistently in the first place."

If possible, keep track of other vehicles behind you with a small mirror mounted to your helmet or handlebars, and by scanning frequently. This will help you interact better with overtaking traffic.

Official Solutions

In many states, including Massachusetts, laws exist to help protect bicyclists from being doored. Since passage of the Massachusetts Bicyclist Safety Law in January, people in cars can be ticketed and fined up to \$100 for opening doors into the path of any other traffic,

including bicycles and pedestrians. For the full text of the new law, see <http://www.mass.gov/legis/bills/senate/185/st02/st02573.htm>.

Don't count on the new law to change motorists' behavior, however. Few people know of the new law and even those that have read it may not be thinking about the consequences when opening their car doors.

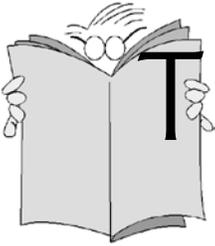
Several cities have taken a more practical approach to guiding bicyclists past parked cars. On certain streets in Cambridge and East Boston, for example, you can find chevrons painted 11 feet from the curb and 4 feet from parked vehicles. These shared lane markings, or "sharrows" (share + arrows) are used on roads where there is not sufficient width to stripe a bike lane as a way to indicate where bicyclists can ride safely out of the door zone.

In Closing

Don't count on being able to see, anticipate or respond to a door suddenly opened in your path. The safest approach is to maintain a healthy distance from parked cars - on the left edge of the door zone - even if it means edging out into an active travel lane. Maintaining that buffer could be a life-saving decision. 

Little Jack's Corner

by Jack Donohue



There was a notice at work about a company outing at Wachusett Ski Area. Most company outings these days tend to be pot luck affairs where they provide the charcoal, and the invitees are expected to bring food. Since the extent of my culinary expertise is making toast (and I tend to burn that about 50% of the time) and since even if I were to make some barely edible dish by the time it has traveled a few miles in my messenger bag, edibility would be seriously in question, I usually blow off affairs like this. But this was an actual company sponsored event, where they provided the food, and lots of it. And it was a pleasant location, so I figured I'd go.

It went from 11 to 4 with feeding time being 12 to 3. So, my first plan was to ride into the office and see if I could get a ride out with someone. Then I could ride home, with a net elevation drop of about 900ft. Wahoo! So, very early in the game I sent an email out to my group asking if someone could give me and my bike a ride out (and maybe a ride part way home, if I was feeling wimpy). So I sat back and waited for the barrage of emails to come in. Nothing, nada, not a one, despite the fact that several people on my team were cyclists.

So, I had pretty much decided to blow it off, when I had my weekly meeting with my boss (one of the cyclists). He was part of a group that went out for lunchtime rides. He said they were planning to ride out. So I asked when they would be leaving and he said the details hadn't been worked out yet.

So, I sat back and waited for the details to emerge. Silence. By now, paranoia was beginning to set in and I was feeling "old and in the way."

But the gauntlet was thrown, if the lunchtime cyclists were going to ride out there, moi, super bike commuter should be able to do so. It would be sort of like a supported century, except real food at the rest stop, and I didn't even have to ride 100 miles.

Next I had to devise a route. I considered the Climb to the Clouds route, but that was way too circuitous. I wanted the shortest route possible. So, I fired up the map program, told it I was a bike, and it came up with a very nice

route, around 41 miles. Only problem was there were about 50 turns, and being navigationally challenged, chances of making them all were slim to none. The other problem was that it went through Maynard. Now, I have nothing against Maynard, but it is rather busy and there are much better roads in that neck of the woods.

Then I considered the northern route. I could take 225 to 110 out through Harvard, and practically all the way. But, it was around 45 miles, and I didn't want the extra mileage.

So the Harvard route was too long, and the short route too complicated, and I was again close to aborting the mission. But then I looked at a state map. It looked like I could pick up 62 in Bedford, and take it all the way to Princeton. Even I could follow a numbered route. It did go through Maynard, and the mileage was a bit more than the original 41, but it seemed feasible.

... by the time I realized Route 62 and I had long since parted ways, I was entering Leominster.
Low point of the day #1.

So I set out. I gave myself plenty of time, hoping to arrive just after the food was set out. First unpleasantness was that there was a lot of construction on 62 around West Concord, then there was Maynard, but finally I got onto where 62 joins 117. I hadn't really looked at the map all that closely, but I figured 62 would eventually diverge from 117 and there would be a large sign to that effect. That's why I take numbered routes. Route 62 seems to be a closely guarded secret, since I saw no 62 signs, though I saw plenty of signs for 117, and by the time I realized Route 62 and I had long since parted ways, I was entering Leominster. Low point of the day #1.

So I backtracked. Somewhere in there, I had a flat tire. Low point of the day #2. As I was fixing it, a cyclist stopped to help. I told him I was Ok, had a spare. He asked me if I had a cell phone in case things didn't work out, and I realized I'm probably one of the last living cyclists who doesn't. Given my proclivity for

getting lost, I, if anyone, really should have one. But then, I thought, "who you gonna call?" Mrs. D was on an outing to Walden pond, and although she does have a cell phone, I didn't know the number, and she never turns it on anyway. Ken? I'm sure he would like nothing better than to drive 50 miles each way to save my sorry butt. At this point, I was really wondering if I should abort the mission. I had one of those baby tire pumps that require the strength of Arnold Schwarzenegger to get more than about 20 psi of pressure in the tube. But if I could limp along and avoid pinch flats, I could probably find someone at the outing with a floor pump. Not to mention the fact that I could get food and drink, since the bowl of cereal I had at 7AM was wearing a bit thin by now.

So, by virtue of standing on the pedals any time some road hazard appeared, I was able to make it to the event. Turns out the lunchtime crew had ridden out from Harvard. The son of one of them provided sag service. So I was able to borrow a floor pump from him and pump my tire to its full 100psi. Having actual air in my rear tire improved my disposition immeasurably. I wolfed down a veggie burger and some very good French fries, about four cans of beverage, and life was good again. My boss allowed as how we could join them on the ride back to Harvard. The attraction of a wheelsucking opportunity was shadowed by the fact I had given Susan a worst case scenario ETA of 6-6:30 and if I joined their merry band I would still have to get myself back from Harvard.

So, I set off by myself. I was thinking of taking 110 pretty much all the way, but then I saw some Climb to the Clouds arrows. I decided to follow them, since it was a much nicer route, with shade as it was a really hot day. But the clincher was that it was a SURE THING. I knew I could follow the arrows home. What I sort of forgot was that it does ramble a bit getting back to Concord. But I had air in my tires, knew where I was going, so I soldiered on.

Arrived home around 5:45. Mileage? 117 Coincidence?

Jack's Back Pages - Find past "Little Jack's Corner" articles on the CRW website at <http://crw.org/ljackc/> and through the web site menu: Information > Fun > Little Jack's Corner

August

1 | 6 | 0 | 2 | 9 | 8

MILEAGE TOTALS

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
John Bayley	8082	7	5	5	Alison Sheridan	2973	6	1	-	Greg Tutunjian	1243	3	1	-
Bruce Ingle	7266	8	6	3	Joseph Tavilla	2856	-	-	-	Mike Hanauer	1229	-	-	-
Jim Krantz	6815	7	4	4	Hasmet Akgun	2772	1	1	-	John Kane	1090	-	-	-
Don MacFarlane	6786	6	-	3	Elliott Morra	2727	3	1	1	Bill Widnall	880	3	-	-
Pamela Blalock	6459	7	8	2	Cynthia Snow	2693	1	-	-	George Caplan	633	-	-	-
Jack Donohue	6391	-	-	2	Erik Husby	2571	2	-	-	Chris Lennon	471	-	-	-
Steve Robins	5630	-	-	-	George Ulrich	2558	2	-	-	Susan Grieb	457	-	-	-
Bob Wolf	5557	7	2	-	Gabor Demjen	2485	5	2	-					
Irving Kurki	5412	8	5	1	Douglas Cohen	2444	2	-	-					
Larry Murphy	4849	8	-	-	Henry Marcy	2407	1	-	-					
Don Mitchell	4347	4	2	-	Lisa Weissmann	2369	3	1	-					
Chris George	4166	6	-	-	Rudge McKenney	2344	4	-	-					
Brett Serkez	3879	6	3	-	Glenn Ketterle	2174	-	-	-					
Richard Taylor	3705	7	7	-	Cynthia Zabin	2163	-	-	-					
Joe Repole	3527	8	8	-	Pam Russell	2134	-	1	-					
Peter Brooks	3365	7	6	-	David Briss	1874	2	4	-					
Joseph Moore	3346	5	-	-	John Springfield	1829	-	6	-					
Ken Hابلow	3300	6	-	-	Ed Hoffer	1576	-	-	-					
Dave Stefanovic	3290	1	2	-	Mark Helton	1523	3	-	-					
Carlo Innocenti	3237	1	1	-	Bill Hanson	1503	-	-	-					
David Wean	3200	3	-	-	Marc Webb	1366	3	-	-					
Frank Aronson	3090	6	4	-	Jeff Luxenberg	1255	2	-	-					

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 3rd of each month on the website at <http://crw.org/mileage/mileage.htm> or email mileage@crw.org or call 781-275-3991

New Welcome Members

Deb Ansourlian	Jamaica Plain	Rachel Elias	Waltham	Jessica Newman	Stow
Christian Atwood	Roslindale	Connie Esenther	Winchester	Amy Oliver	Stoneham
Russell Baker	Canton	Bernadette Feeney, Michael Feeney	Concord	Pam Prater	West Roxbury
Constance Barker	Arlington	Harriet Fell	Newtonville	Steve Robinson, Claire Robinson	Shirley
Susan Bartley	Boston	William Fisher	Cambridge	Tom Sardo, Hilary Jacobs	Arlington
Shannon Bennett	Newton	Woodrow Freese	Boston	Christine Scanlon	Weston
Jacob Brauer, Monica Bueno	Cambridge	Patrick Gallagher	Waltham	Kent Schenkel, Vicki Schenkel	Norfolk
Dan Brown	Wellesley	James Gareau	Wellesley	Ken Shapiro	Andover
Sally Cassells	Lexington	Garrett Goggin	Charlestown	Susan Shapiro	Wayland
Jeff Cohen	Newtonville	Robert Hadley	Melrose	David Smith	Lexington
Alan Cooney	Watertown	Marjie Haluska	Wayland	Gary & Diane Stonge	Chelmsford
Stephanie Creary	Allston	Neal Heffron	Brookline	Carla Tishler	Cambridge
Brigitte Crowley	Boston	Matt Hersey	Reading	Basil Tsefreakas	Shrewsbury
Lisa Diproffio	Worcester	Brian Johnston	Lexington	Brent Watson	Medford
Richard Doherty	Boston	Janet Lee	Lexington	Lisa Weinberg	Needham Heights
Chris Dollase	Needham	Gerald Leonard	Natick	Wendy Rue Williams	Roslindale
Pete Downing	Belmont	Dean Macomber	Hanscom A.F.B.	Michael Zaharis	Hopkinton
Craig Dunbar, Joi Dunbar	Needham Heights	Bill McCarthy	Bolton		
		Ken Milne	Norfolk		
		Christine Muchard, Derek Munn	Newton		
		Yasuna Murakami, Jennifer Murakami	Cambridge		

THESE FINE BIKE SHOPS OFFER DISCOUNTS TO CRW MEMBERS

Ace Wheelworks

145 Elm St., Somerville
617-776-2100

Adi's Bike World

231 Grove Street, West
Roxbury
617-325-2453

ATA Cycles

1773 Massachusetts Ave,
Cambridge
617-354-0907
93 Thoreau St., Concord
978-369-5960

Back Bay Bicycles

362 Comm. Ave., Boston
617-247-2336

Belmont Wheelworks

480 Trapelo Rd., Belmont
617-489-3577

Bicycle Bill

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

Bicycle Exchange at Porter Square

2067 Massachusetts Ave,
Cambridge
617-864-1300

Bikeway Source

111 South Road, Bedford
781-275-7799

Boston Bicycle

842 Beacon Street, Boston
617-236-0752

Broadway Bicycle School

351 Broadway, Cambridge
617-868-3392

Cambridge Bicycle

259 Massachusetts Avenue,
Cambridge
617-876-6555

Chelmsford Cyclery

30 Chelmsford St.,
Chelmsford
978-256-1528

Community Bicycle Supply

496 Tremont St., Boston
617-542-8623

Cycle Loft

28 Cambridge St., Burlington
781-272-0870

Dedham Bike

403 Washington St., Dedham
781-326-1531

Eastern Mountain Sports

300 Needham St, Newton
Upper Falls
617-559-1575

Farina Cycle

61 Galen St., Watertown
617-926-1717

Ferris Wheels Bicycle Shop

64 South St., Jamaica Plain
617-524-2453

Frank's Bicycle Barn

123 Worcester Tpke,
Westboro
508-366-1770

Frank's Spoke 'N Wheel

119 Boston Post Rd.,
Sudbury
978-443-6696

Frank's Spoke 'N Wheel
887 Main St., Waltham
781-894-2768

Grace Bicycles

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

Harris Cyclery

1353 Washington St., West
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
71 Needham St., Newton
617-527-0967

JRA Cycles

229 Salem St, Medford
781-391-3636

Landry's Bicycles

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

890 Commonwealth Avenue,
Boston

617-232-0446

Marblehead Cycle

25 Bessom St., Marblehead
781-631-1570

National Ski and Bike

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

Papa Wheelies Bicycle Shop

653 Islington Street,
Portsmouth
603-427-2060

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

Ski Market, Ltd. (cont.)

860 Commonwealth Ave,
Boston
781-890-1212
400 Franklin St., Braintree
781-848-3733
Endicott Plaza, Danvers
978-774-3344
686 Worcester Rd.,
Framingham
508-875-5253

Southampton Bicycle Center

247 College Hwy.,
Southampton
800-527-9784

St. Moritz

475 Washington St.,
Wellesley
781-235-6669

Travis Cycles

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

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

Charles River Wheelmen
1 Gleason Road
Bedford, MA 01730

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BOSTON, MA

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.

In addition, I agree to cycle in a safe, courteous, and lawful manner when participating in CRW rides, and to encourage the same among fellow members and CRW guests.

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.

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.