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# WheelPeople

Newsletter of the Charles River Wheelmen

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On the roads of New England since 1966

Volume XXXIII, Number 11 • November 2009

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## CRW Holiday Party

Friday, December 4

**Save the date** for the popular holiday party which will once again be held at the Bedford Old Town Hall. Brought to you by our Social Committee, it will combine good food, drink, and company. After awarding our deserving volunteers, be ready to get down for dancing. Keep checking the web site for signup info, this filled up fast last year.

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## Taking Stock

by CRW Safety Committee



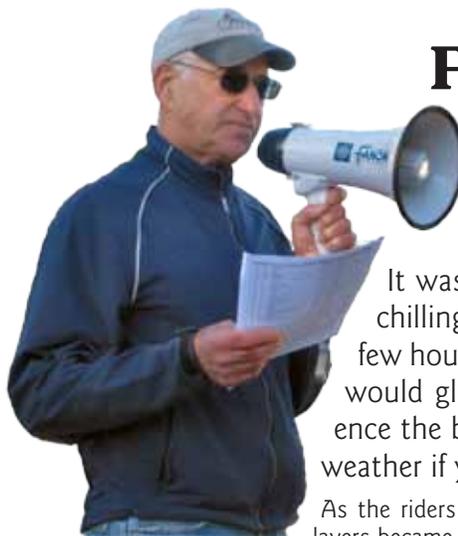
As the year draws to a close, it's appropriate to take stock of the safety information we've presented in this column over the months. Here are some highlights from our recent articles.

We hope you take a few minutes out to refresh your memory or perhaps catch up on an idea or suggestion you might have missed.

**When Not to Stop!** If you drop something from your bike, like a water bottle, resist the tendency is to stop immediately and retrieve the fallen object. On a group ride, you are never sure if other cyclists are nearby, you must first signal that you are stopping, then slow gradually, so others can react in time and not crash into you.

**Keep a Safe Distance.** You should not ride in close proximity to other riders without permission and an agreement as to how the ride will be handled. Signal your intentions, keep a safe distance, and above all, avoid sudden, abrupt, or unexpected stops unless it's an emergency.

Safety Corner - Continued on page 9



Ken Hablow greets Fall Century riders

## Fall Century 2009

*Spectacular weather steals the show*

by Eli Post

It was the first cold day of September, a bone-chilling cold at six thirty in the morning. Within a few hours however the sun would shine, the skies would glisten and the Fall Century would experience the best in New England weather, spectacular weather if you please, the star of the show.

As the riders gathered and prepared for the day, the number of layers became the central issue. In fact, several riders rode off only

Fall Century 2009 - Cont. on page 3



Ride Leader of the Month

## Andy Brand

and the

## South Shore Coastal Loop

by Eli Post

Many of our rides are run just once a season, but CRW supports a number of "recurring rides" which run weekly for several months. These weekly rides are popular with our members and each has its loyal following. Andy Brand, together with Bob Dyson, leads the South Shore Coastal Loop, a ride that combines shady, quiet roads with beautiful vistas along some of the most scenic coastline you will ever see.

We asked Andy why he undertakes a ride that runs 7 AM every Sunday from mid-April to mid-October, about two-dozen consecutive Sunday mornings. We received an answer com-

mon to many of our ride leaders. He gets to ride on a regular basis, always has company, forms friendships along the way, and feels a sense of accomplishment. The ride has about twenty "regular" customers, and others join them so that we might see up to 50 riders on a warm June morning. Andy says the early time allows the riders to encounter less traffic, complete the ride and still have the rest of the day for other summer activities. Andy also enjoys the ride and considers it to be "as pretty a ride as the CRW offers." We have to agree. The ride offers magnificent views of Boston Harbor,

Ride Leader of the Month - Continued on page 7



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



## Editorial Policy

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

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

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



## How To Send Us Your Article

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

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

For more information please contact  
Marty Weinstock at [advertising@crw.org](mailto:advertising@crw.org)

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Sunday Fitness Rides	Andy Brand	617-247-9770
	Bob Dyson	508-668-8122

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

to return moments later to fetch a jacket or other article to deal with the morning chill. We offered bagels, bananas, and other snacks to get riders going, but the chatter was all about the weather.

The Fall Century is a tough ride. The Metric and Half are more forgiving but the 100-mile route has over 4,500 hundred feet of climb, mostly in the middle third of the ride, a challenge for any rider. While many of the roads were recently repaved and a pleasure to ride, the route, unfortunately had its share of mediocre conditions, particularly on a number of roads where prudence dictated slower speeds.

But back to the weather! By mid-morning the temperature had risen, and returning riders were gleeful about the ride. As one rider put it, "We wish to sincerely thank all the CRW volunteers who worked diligently to make this year's Fall Century a success — with a special thanks to those responsible for the spectacular weather. As usual, the event was very well organized and supported, and we very much appreciate all the collective effort that it took."

We introduced Gatorade at the water stops. We know it was welcomed as we ran out after mixing 50 gallons of the drink. Next year we go for 100. We also had an after-ride refreshment stand with deli sandwiches, fresh fruit, and cold drinks. Returning riders really appreciated

this welcome, and many hung around to share their ride experience.

The CRW is a 100% volunteer organization, and volunteers are central to the work we do. There would be no rides without them. We want to thank all who made the Fall Century possible, and they are listed below. We also want to draw particular attention to some of the volunteer work that made the Fall Century a success. The Water Stop volunteers brought a new level of enthusiasm to this task. Running a water stop is real work, and means that you can't ride and for many is seen as a chore, but all of the water stop volunteers made it a challenge to invigorate new life into this critical century service, and it showed. The volunteer who ran the sag wagon had a busy day. There were some riders who over reached and welcomed a ride back. We had one accident and needed to tend to the injured riders.

A final thanks to those who ran the Volunteer Party, which is a long-standing CRW tradition. This year the party was hosted by Jack Donohue and Susan Grieb, although we saw Jack ride, so it must have been Susan who spent all day shopping and cooking. The volunteers, however, really appreciated a pleasant social evening, not to mention gourmet food, after a long day. We hope some of you who enjoyed the event might be more encouraged to help out next year if you knew the perks.

Thanks to the following people who made the Fall Century possible.

*After Ride Refreshments:* Walter McKay, Pat Schindeler, Nancy Marchand, Elizabeth Wicks

*Arrowing:* Meg Curry, Connie Farb, Jack Donohue and Ken Hablow

*Bike Shop Support:* Bikeway Source

*Food Purchase:* Kimberly Fitch, Barry Nelson, Walter McKay

*Logistical Support:* Bill Haynes

*Peanut Butter & Jelly:* Ann Northup, Mike and Mary Counihan, Richard Vignoni and Katherine Bain

*Pre-Registration:* Jack Donohue

*Ride Coordinator:* Eli Post

*Registration:* Rosalie Blum, Barry Nelson, Linda Nelson, Mike Byrne, Steve Cohen, and Ralph Galen

*Sag Wagon:* Fred Kresse

*Sweeps:* Howard Miller, Peter Brooks, and Eric Ferioli

*Volunteer Party:* Susan Grieb, Jan Hablow, Helen Greitzer and Rosalie Blum

*Water stops:* Everett Briggs, Hollie Briggs, Kimberly Fitch, Helen Greitzer, Marilyn Hartman and Sandi Hartwell



\$55

+\$3.50 postage per jersey

## CRW Club Jersey

Sizes and VOMax recommended chest measurements:  
**Unisex sizes:** M (36-39"), L (39-43"), XL (43-45")

Name \_\_\_\_\_

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**Mail your check, made out to CRW, and this order form to:  
Ken Hablow, 35 Longmeadow Road, Weston, MA 02493**  
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**On the web at [www.crw.org](http://www.crw.org) - Click on About CRW > Merchandise**



# Recurring Rides

These rides are held every week unless indicated

## 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. Non-members of CRW are welcome to ride with us and experience what the Wednesday Wheelers offer. If you like our rides however, and wish to continue to ride with us, we expect you to become a CRW member.

**Leaders:** Helen Greitzer ([helengreitzer@hotmail.com](mailto: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

## Saturday Morning Fitness Ride

**Times and Routes:** 8:30 AM. 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 in a group of 5 or more riders, please set off immediately and do not wait to be started. We encourage people to wait and regroup after hilly sections, and the routes are arrowed so that you can also find your way alone. The ride is for intermediate to advanced cyclists. 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! Join the group for coffee afterwards at Starbucks in Needham.

**Leaders:** Chris Randles (617-969-2545, [jcrandles@comcast.net](mailto: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:** This ride is very popular, so much so that we have had to designate it a CRW members-only ride (otherwise we'd spend all the riding time signing waiver forms). Non-members, please join us but sign up for membership at [CRW.org](http://CRW.org) first!

## CRW Helmet Rebate Program

If you are a CRW member, CRW will send you a check for \$5.00 when you buy a helmet. It doesn't have to be the first one you ever bought—we just want to make it as easy as possible for everyone to own a good helmet. It can save your life.

- The helmet must be CPSC approved.
- Some brand or style restrictions may apply.
- You must have a current membership in the CRW.



- It must be purchased from one of our participating bike shops. Many shops have matched our offer with an additional discount of their own.
- Present your CRW Membership card at time of purchase.
- Send your original receipt and proof of purchase from the helmet box, along with a stamped, self-addressed envelope to:

Don Blake  
1 Gleason Rd.  
Bedford, MA. 01730



# November 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.



## Bridges of the Sudbury River

Sunday - November 1

**Times and Routes:** 10:00 AM for 17 or 27 miles

**Ride Type:** Cue Sheet, Arrowed

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

**Leaders:** Paula O'Sullivan (617-327-8175, [positivelypolly@aol.com](mailto:positivelypolly@aol.com)), Alison Sheridan ([AMS345@comcast.net](mailto:AMS345@comcast.net))

**Start:** Crosby Market parking lot, Near the Concord Concord Train station, 211 Sudbury Road, Concord.

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

**Note:** Commuter Rail Arrives Concord 9:18 AM, Departs 11:59 AM or 2:34 PM

## Hillsborough Country Ride

Saturday - November 7

**Times and Routes:** 10:00 am for 35 and 62 miles

**Ride Type:** Cue Sheet, Map

**Description:** This new ride takes you north-west from Tyngsborough up to Mont Vernon NH. Enjoy the fall air and country roads. We

go up through Hollis, then take a long downhill and back roads into Amherst Center (store). The green in Amherst (elev. 260) makes a great lunch stop. Then we will roll up to Mont Vernon (elev. 820 feet) to be rewarded with a thundering downhill south toward Milford. We next pick up the Fall Century route so as not to miss the downhill on Old Milford Rd coming into Brookline NH (store). Using some of the less traveled roads we return to Pepperell (stores, rest rooms at Dunkin Donuts) then across Groton to Island Pond Rd. One more uphill then you can coast it home a few miles to the parking lot. The short ride splits west at Hollis to cut off Amherst and Mont Vernon, and returns through Brookline. Several hills on both rides are challenging although rewarding. Ride designed by Tod Rodger and Bill Scott.



**Leaders:** Bill Scott (978-456-3138, [billscott@alum.mit.edu](mailto:billscott@alum.mit.edu))

**Start:** Tyngsborough Elementary School, 205 Westford Rd., Tyngsborough

**Directions:** Rte 3 North to Exit 34 toward Westford. Left at end of ramp onto Westford Rd. In 0.8 miles turn right at third light to stay on Westford Rd. Go another 0.3 miles to school driveway on the right. Follow the long drive into school parking. Use parking to your left next to the woods, away from the school.

**Note:** Rain cancels.

## Tenth Biennial Northwest Passage (CCW)

Sunday - November 8

**Times and Routes:** 10AM for 23 and 44 miles on rolling terrain.

**Ride Type:** Cue Sheet, Arrowed

**Description:** The short ride travels north-



west from Framingham to Southborough, Marlborough and Ashland. The long ride adds Northborough, Berlin and Boylston. The short ride is rolling. The long ride goes up Linden and down

Green St. The lunch stop for the short ride is in Southborough and in Berlin for the long ride. Most of the ride is on residential and rural tree lined back roads with few traffic lights. Points of interest include reservoirs, Millbrook golf course, Calahan State Park, horse farms, cattle, Sterns and Eastleigh farms and Belted Galaway cattle. In warm weather this ride attracts 80 to 100 riders.

**Leaders:** Marilyn Hartman (781-935-9819), Joe Repole (508-879-6340, [joecentury@aol.com](mailto:joecentury@aol.com))

**Start:** 15 Gryzboska Circle, Framingham

**Directions:** From the Mass Pike take exit 12, Route 9 East to Temple St. (2nd traffic light). Right on Temple St. (if you are taking Route 9 West from Boston, take a left at the jug handle onto Temple St.) Right at end onto Salem End Rd. First right is Gryzboska Circle. Park on Gryzboska, not Salem End Rd. The commuter rail leaves South Station at 7:50 and arrives in Framingham at 8:35 AM. You are encouraged to ride your bike to the start.

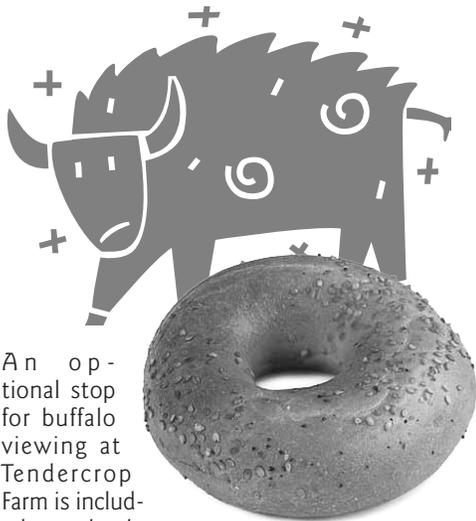
## Bagels and a Buffalo

Saturday - November 14

**Times and Routes:** 10:00 AM for 52, 44 or 20 miles

**Ride Type:** Cue Sheet, 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. Long and medium ride lunch stop is in Newburyport at Abraham's Bagels.



An optional stop for buffalo viewing at Tendercrop Farm is included on the long and medium ride. Feel free to visit the farm store for coffee and fresh local products! This ride is offered jointly with the North Shore Cyclists.

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

**Start:** Masconomet High School, 20 Endicott Rd, 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.

**Note:** There will be no arrowing done in the town of Boxford due to a recent request from the town selectmen. This involves the first 6 miles of the ride. Please download a cue sheet in advance or make sure to get a cue sheet at the ride start.



## Southbound From Wellesley

*Sunday - November 15*

**Times and Routes:** 10:00 am for 25 and 45 miles

**Ride Type:** Cue Sheet, Arrowed

**Description:** Rides head south through though neighboring towns on quiet roads.

**Leaders:** Eric Ferioli (781-235-4762)

**Start:** Wellesley High School, 50 Rice Street, Wellesley

**Directions:** From Rt. 128 Exit 21-22, Rt. 16 West towards Wellesley. Go through Wellesley Hills past clock tower on right. Continue on Rt. 16 through intersection at lights of Forest St (on left) and Rockland (on right). Take next left at green sign for school (about 500 ft) onto Rice St. Continue to school. Parking lot is just past school, entrance to lot is at the far end of the lot.



## Knot Maynard

*Saturday - November 21*

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

**Ride Type:** Cue Sheet

**Description:** We were rained out in October. Most of the arrows, checked for that ride, will still be clearly visible; but, we are making no guarantees - that's why this is not promoted as "an arrowed ride". The fall colors are long gone. Winter is in the air. Do you really need an excuse to get out for a ride over some of our favorite roads? Starting next week it really gets tough to keep those inches off your waistline. The way I see it is, YOU HAVE TO KEEP RIDING TO KEEP RIDING! Knot Maynard is designed to give everyone something to chew on.... And, your conscience will be clear when you ask for that second (or third) piece of pie on Thursday! Knot Maynard is about rolling hills and meandering country roads, rural scenery and colonial townscape. You will cycle past Walden Pond and Boon Lake - the long route takes you past Lost Lake and Massapoag 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 to choose from: the shortest is 30 miles, the longest is 77.7 miles. Do Knot Maynard your way. Bring picnic snacks and take this opportunity to enjoy New England's unique late autumnal scenery and CRW's unrivaled camaraderie. Remember - DRINK PLENTY OF FLUIDS!

**Leaders:** Everett Briggs (617-968-2205, [feed.the.dream@comcast.net](mailto: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 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, snow, or Armageddon cancels - if in doubt, check the website for last minute update on the morning of the ride.

## A New England Ride

*Sunday - November 22*



**Times and Routes:** 10:00 AM for 27, and 50 miles

**Ride Type:** Cue Sheet, Arrowed

**Description:** Ride is on mostly quiet suburban roads. Starting in Concord, it loops through Sudbury, Weston, Wellesley, Needham, Natick and Wayland.

**Leaders:** Eli Post (617-306-1838, [elipost@comcast.net](mailto:elipost@comcast.net))

**Start:** Emerson Hospital(Overflow Lot), 59 ORNAC, Concord

**Directions:** From Boston and Route 128: Follow Route 2 West to Concord. Route 2 takes a sharp turn to the left at the intersection of Route 2A (at the bottom of the hill). Stay on Route 2 past two more intersections, Walden Pond/Route 126 and Sudbury Road. Make your next right (Emerson Hospital is on the left). Immediately off Rt. 2, make the first right into the overflow parking at 59 ORNAC, the Concord Health Center medical office-building parking lot.

**Note:** Heavy rain cancels.

## Post Thanksgiving Ride

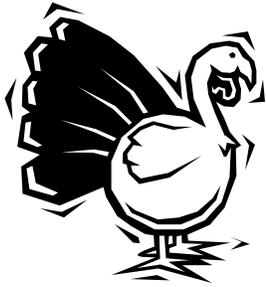
*Saturday - November 28*

**Times and Routes:** 9:30 for 52, 43 or 26 mi

**Ride Type:** Cue Sheet, Map

**Description:** After a day of rest after Thanksgiving dinner, it's time to burn off the extra calories riding through the low income neighborhoods in Lexington, Lincoln, Weston, Wayland, Sudbury, Acton, Concord, and Carlisle. The optional lunch stop is in Concord Center for the long and extra long ride only. Although the roads are not totally flat, there are no long or steep hills.

**Leaders:** Barry Nelson (617-964-5727 before 9PM, [BarryNelson@alum.mit.edu](mailto:BarryNelson@alum.mit.edu)), Linda Nelson (617-964-5727 before 9 PM)  
**Start:** Clark Middle School, Lexington



**Directions:** From Rte 128, take Exit 30, Rt 2A east. Take a right at the light at Waltham St. After 0.2 mi take a left on Brookside Ave and follow the road to the parking lot at the school. From Rt 2 going west, take Exit 54 Waltham St toward Lexington center. After 0.6 mi, take a right on Brookside Ave and follow the road to the parking lot at the school.

## Apple Pi Ride

Sunday - November 29



**Times and Routes:** 9:30 for 52 and 37 miles

**Ride Type:** Cue Sheet

**Description:**

The short ride goes through Concord, Acton, Littleton, Westford, and Carlisle. The long ride

adds Stow and Harvard. The long ride passes an impressive array of apple orchards, while taking in a few hills.

**Leaders:** Jack Donohue (781-275-3991 before 9PM, [jmdonohue@alum.mit.edu](mailto:jmdonohue@alum.mit.edu)), Eli Post (617-306-1838, [elipost@comcast.net](mailto:elipost@comcast.net))

**Start:** Bedford VA Hospital, 200 Springs Rd, Bedford

**Directions:** Directions: From 128 Take Rt 4 north to Bedford Center. Turn right on Springs Rd. Follow signs for VA Hospital /Middlesex Community College. Meet at first parking lot on right.

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

**Ride Leader of the Month** - Continued from page 1  
charming New England harbor villages, lighthouses, two windmills, and even a carousel. You might ride the California coast for equally exciting ocean views, but not get the charming New England landscape this ride offers.

Andy is a software developer who migrated to management, and is now an engineering VP overseeing the work of others. He feels his professional work helps with ride leader duties in that he learned the importance of encouraging predictable behavior. For example, he advises riders not to swerve sharply to avoid an unexpected road hazard, to call out any time they change their riding pattern, and to be constantly aware that others are nearby. He expects software developers to follow established procedures and "think about the long and short-term consequences of any decision that veers from that process. Failure to do this can lead to bugs, delays, and unmaintainable software. Many of the practices essential for successful and safe riding, apply as well to good software".



Andy is a big guy, and you might think his sport was wrestling at first glance, but don't be deceived. This writer made the mistake of telling Andy "I'll see you later" as we started up a steep hill, but Andy flew by moments later as his powerful legs sped him forward. Andy also helps the Club go forward, and does other volunteer work. He recently served on the Membership Committee, and is currently on the CRW Board.

Bob Dyson is co-leader of the ride, assists with the arrow work and stands in for Andy many weeks. Bob is a "real" engineer, as Andy puts it, and is working on energy efficiency projects. Bob used to be a Cat 2 racer, and feels that his "legs and lungs" make all the difference.

The South Shore Coastal Loop will be closed for the season by the time this article reaches you, but be sure to catch it next year. It's a ride you shouldn't miss. And of course say "hello" to Andy. ⚙️

## “ Bicycle Quote

*Mankind has invested more than four million years of evolution in the attempt to avoid physical exertion. Now a group of backward-thinking atavists mounted on foot-powered pairs of Hula-Hoops would have us pumping our legs, gritting our teeth, and searing our lungs as though we were being chased across the Pleistocene savanna by saber-toothed tigers. Think of the hopes, the dreams, the effort, the brilliance, the pure force of will that, over the eons, has gone into the creation of the Cadillac Coupe de Ville. Bicycle riders would have us throw all this on the ash heap of history.* ”

~P.J. O'Rourke

# Island Hopping

## A Wednesday Wheeler Ride

September 16, 2009  
by Sumner Kagan



The Fates, though capricious, were generally favorable on our "Island Hopping" ride. These awe-inspiring goddesses whom the ancient Greeks considered the dispensers of all good luck and ill fortune dash human aspirations more often than they abet them.

The capriciousness of the Fates occurred early on our ride at our first Outlook on Nahant Island. After enjoying a captivating view from the heights, of jagged rocks, billowing ocean, and craggy shore, one of our riders developed a flat tire just after we had left. It was not an ordinary flat but one on a hybrid tire with a tight steel rim wire that challenged two of our best mechanics, Pete Fiore and Bill Widnall.

I didn't become aware of this until our first regrouping stop at 10 miles in the parking lot of Anthony's Pier 4 Café in Swampscott. Since my hearing is compromised and I was concentrating on leading the ride, I didn't hear my phone ring. (lesson: sweep could have programmed the cell numbers of 2 or 3 riders who intended to ride up front near the leader.) .....not a criticism, but a possible improvement.

It turned out that an earlier regrouping was not necessary since it took approx. 45 minutes to fix the flat whereupon the rider with the newly repaired tire decided to leave the ride. Maybe that was a good thing but it was also frustrating since, being so close to the start, perhaps he or another rider could have returned to his car and brought it back to the Outlook to recover his disabled bike and thus save 1/2 hour x 45 riders. (issue: at what point do we consider paramount the lost time and abbreviated ride of 45 riders vs. the needs of one who may not have taken reasonable responsibility for his bike?).

Our ride continued down Atlantic Ave. past Fisherman's Beach where we were forced to change course due to major road construction that did not exist when co-leader Judy Kanigel and I rehearsed this ride 3 days before. The ride was designed by Judy and me to capture as much ocean view as possible. Thus we rode along all area beaches and the perimeters of each of the three islands we visited.

Our next stop was Castle Rock, a beautiful ocean park on Marblehead Neck. We were treated to beautiful mansions, wintry skies and crashing waves with white foam exploding upward after its powerful encounter with jagged rocks. Some took pictures of this inspirational setting.

By this time a few were holding their legs together to avoid pressure on their bladders and refusing to urinate due to urinary stress. Relief was only two miles away at Chandler-Hovey Ocean Park rest rooms. This ocean park features Marblehead Lighthouse, first lit on October 10, 1835, marking the entrance to Marblehead Harbor. This lighthouse promontory allows an unobstructed 180° view of the sailboats of Marblehead Harbor crowned by the skyline of the town dominated by historic Marblehead town hall (Abbot Hall - cornerstone set in 1876) on the only hill in town.

As one who only occasionally prefers plain vanilla rides, this ride was more than satisfactory. It was a memorable experience that was both breathtaking and adventuresome. Though we faced strong head winds, particularly on Nahant Island, the predicted rain held off and there were even occasional breaks in the clouds with sunshine peeking through. We intend to make a few changes to improve the ride and plan to lead the same ride next summer when hopefully we can visit Fort Sewall (est. 1644) and Terry's Ice Cream and frozen yogurt (est. 1995), both of which we had planned for this ride.

Lunch at the Porthole Restaurant in Lynn was excellent despite slow service. However the experience was enhanced by a view of the Boston skyline across Lynn Harbor and the sailing boats docked at the Lynn Yacht Club.

Many thanks to Helen Greitzer who swept the entire ride and to Tom Allen, who recommended taking a short cut involving portage of our bikes on an unpaved hilly path from Kelly Green Golf Course to paved streets on the other side of Nahant Island. This unplanned challenge certainly added to our adventure and we may incorporate this excursion into a future version of this ride.

Also thanks to Bill Widnall, who gave a short talk at the Eastern Yacht Club on its historic contribution to sail boat racing in America. Bill has been racing at Eastern Yacht Club 'almost every summer Sunday' for about a decade. Additional thanks to Selig Saltzman for his interesting anecdotes and description of the chain of ownership of a mansion adjacent to Castle Rock that was built by Lydia Pinkham of menstruation pain pill prominence. Further thanks to Katherine Bain who rode back to the scene of the crime from Anthony's Pier 4 to collect any 'spent' human arrows, who were deserted (there were none). ☺

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**Descending a Steep Road.** Steep descents can be tricky. Steering requires less movement, turns become more difficult, and your weight is transferred forward, which can make your bike more difficult to handle. This is a very different experience from riding the flats, and you must know how to counteract these forces. On descents, shift your hips back, gently pinching the saddle between your thighs, put one pedal forward and one back (crank arms horizontal), divide your weight between the pedals and saddle, and place your hands in the drops using a relaxed grip. In addition, the road surface conditions play a greater role. At slow speeds, potholes, gravel, spilled oil, and fallen tree limbs are a challenge, but at high speeds such conditions can become a greater threat. Scan carefully for possible hazards.

**New Bicycle Laws.** New laws legalize riding side by side (limited to two abreast). This puts Massachusetts's law in agreement with those of most other states. BUT, riding side by side is allowed only when it would not impede overtaking traffic.

**Straying into Traffic.** A common bad habit involves riders not keeping right, and not riding single file, when there is a car back. When there is motor traffic, riders must get into single file and stay to the right. It does not matter where you are in the pack. It only takes one rider in the middle of the road to impede an overtaking motorist. However, you should occupy the lane (by riding in the middle) when it would be unsafe for a motorist to pass within the lane.

**Predictability** is one of the most important elements of road safety. Other riders and motorists expect you to maintain a consistent lane position and speed, unless you signal otherwise.

**Follow the rules of the road:** Riding by the same set of rules as motorists (as required by law) greatly reduces your risk of a crash.

**Communicate with the group:** Use hand signals prior to turning, slowing or stopping. Point out hazards for riders following you. While at the back of the group, announce traffic coming from the rear by calling out "Car Back!"

**See! Be Seen, Be Safe!** The majority of cyclists on the road do not use lights at dawn or dusk, or even at night. Many riders forget or simply neglect to equip their bikes with appropriate lighting. Plan ahead with two simple questions: will it be bright enough to ride safely on my way home? Will a flat, a mechanical failure or any other unexpected event delay me? If there's any doubt, bring lights. You'll need both a headlight and a taillight. Bright clothing greatly improves your visibility any time of the day.

**Winter Riding.** Ice on the road requires extra care. Try to avoid ice, but if you can't, do not brake or turn, but coast straight across the slippery stuff. Watch for dry patches where you can brake or turn safely. Ice patches can form even if it hasn't snowed in weeks. Keep a careful eye on the road surface.

You can view an archive of past Safety articles at <http://www.crw.org/safety> We encourage you to do so for any of these topics where you seek more information.

Remember-safety is about choices. What choices will you make? ☺

## Riding in November

November weather varies greatly from year to year in southern New England. Freezing temperatures and even snow flurries might grace our landscape. At the same time temperatures in the 50's are not uncommon, and we might even experience a mini heat wave. There are rides scheduled for every Saturday and Sunday in November, but prepared for weather related cancellations. However a warm stretch will motivate us to schedule impromptu rides, and we suggest you make it a habit to check the CRW website to see what riding options are available at any time. ☺



## RIDING CLOSE IS RISKY



by Eli Post

We had an accident on the Fall Century. Several riders formed a spontaneous pacyline. The lead rider slowed at some point, and a pileup resulted. One rider was taken away in an ambulance, and we spoke with the rider who came back with the sag wagon. His jersey was shredded as if a lawn mover went over him, but he seemed otherwise ok, despite some minor bruising. We asked the name of the wounded rider, but he did not know. They were strangers and never exchanged names.

These past few seasons we've had several accidents that follow a familiar pattern. Riders who are at the same pace often form a spontaneous group and draft, and even pacyline. The lead rider will miss the warning arrow, brake sud-

denly to make the turn, and the riders behind, lacking sufficient warning, come together with violent, direct impact.

Riding in a pacyline takes skill, and it is very difficult to size up other rider's skill set on the fly. What often happens, you are riding at a "comfortable" pace with some friends or acquaintances and begin to accrete riders. You want to be accommodating and not shed them, but could end up with an unwieldy group, sort of an unorganized pacyline, where riders are riding inches off the wheel of the person in front, but absent fore-thought and coordination as to how the ride will be handled. The group is asking for trouble.

We want you to enjoy our rides and experience the rewards of group riding, to hang together

and even enjoy the benefits of drafting. There is no denying that is one of the joys of riding and one of the opportunities presented by CRW rides. But we also want you to end the day unharmed. So let's be blunt. Early on, you were told not to take candy from strangers, and later maybe not to sleep with strangers, and now we are warning you to be cautious when you draft or pacyline with strangers.

You should not join such a group unless you are fully prepared, and you should feel free to discourage any rider you are unsure of. Riding close to another rider is risky enough without bringing untrained riders into the picture. CRW offers summertime opportunities where pacylining is taught, and we will have more to say about joining group protocol in the future. ☺

# Little Jack's Corner

by Jack Donohue



It had been many years since my subscription to *Bicycling Magazine* ran out. I had decided I knew everything I needed to know about training for a century (though I did miss *Style Man*). So I figured it was time to take my head out of the sand and figure out what's been happening in the bike world for the last decade. So, rather than spending actual money on a magazine subscription, which would generate daily renewal notices, I decided to check out their web site.

I had hoped that the magazine would be on line but that was not the case. There was a picture of the cover with enticing phrases like "Lose weight the easy way" and "Get fit fast" but when I clicked on it, it sent me to the subscription form.

It took me a while to find my way around the site, the content is sandwiched between a remarkable amount of ads, but, hey, if I don't want to pay for the magazine, I can't complain. So I finally figured out where the articles were, and the nice thing was that they also had archives of articles past, so I could catch up on the last ten years.

But I came here to find out what was happening in the world of bikes, so I headed for the "Bikes and Gear" section. I was first astounded to see that they had no less than 26 varieties of bikes. When I was a youth there were just two types of bikes: racing and touring. Actually, in my youth there was my single speed paper route bike with coaster brakes, and by college I had graduated to a 3 speed. But once I became an enthusiast, we had the aforementioned two choices. Then some time later those zany folks out in California thought it would be cool to ride their beater bikes down mountains, and the mountain bike was born.

Sure you have your specialty bikes like Cyclocross and Triathlon, but I don't get the distinction between "Commuter" and "Cruisers & City." Then there were nine different types of Mountain bikes. That didn't faze me, since in my estimation mountain bikes are just an evil invention to cause FDGBs. I mean, those guys invented the term "face plant," need I say more? But then we came to my real interest, road bikes, and there were seven types of them:

- |                   |                     |
|-------------------|---------------------|
| Road - Dream      | Road - Race         |
| Road - Enthusiast | Road - Recreational |
| Road - New Rider  | Road - Women        |
| Road - Plush      |                     |

I quickly sussed out that dream = \$\$\$, so that category lost interest for me right quick. I could eliminate "Women" and "New Rider" off the top, though I was mildly curious to see what made a bike suitable for them. The conclusion I came to was this was the low end of the evolutionary scale, one step better than a Huffy, although even these bikes had prices circling \$1K. I saw a Cannondale CAAD 9 in there, and my current Cannondale was in the CAAD family. It was, alas, merely a 4, despite

**I was first astounded to see that they had no less than 26 varieties of bikes. When I was a youth there were just two types of bikes: racing and touring.**

the fact it cost more than double this model nine years ago. So I figured this was not where I should be looking. But then things got sketchy. I probably didn't want "Race" since I am really hard on equipment and high performance doesn't equate with durable. Still, I figured I'd go have a look. After the initial shock of prices more than my first car (and second, and third) I realized that there were a whole bunch of brands I had never heard of. I finally found a Cannondale, at a price adjusted for inflation in the range of my old CAAD 4. But it was a carbon bike, and the sidebar said "FORGET IT IF: You're stuck in the past, loving that Cannondale alloy ride." Yes, that pretty much summed me up. Actually, the main reason I would never buy a carbon bike is that they break. Remember I am really hard on equipment, and all my bikes eventually get their fair share of abuse. If I owned a carbon bike it would be in pieces before too long. They had another Cannondale on the page at twice the price, so even though it was mostly aluminum, it was not for me.

So, we're left with "Enthusiast," "Plush," and "Recreational." I felt like I'd been put back in the minor leagues. To my untrained eye, the "Enthusiast" ones looked a lot like the racing bikes, except they didn't have the weight next to each one. I found a Cannondale that was mostly aluminum, and cost less than my old one, but after flirting with the racing bikes, at 19.74 pounds it seemed like a real porker, and my old Cannondale had all Ultegra. Model number was Six 5 (guess Seven was taken). Then I found their Six13 1 (I doubt they would sell many cars if they had model names like that). About the same price as my old one 9 years ago, mostly aluminum with some carbon

bits, and complete Ultegra. But it didn't have a weight listed — what were they trying to hide. Then I found the CAAD9 5, weighing in at 18.58 pounds still pretty pudgy compared to those racers, but looked like the same lineage as my old Cannondale. A lot cheaper because of the 105 gruppo. By now I was dazed and confused, and that was just from looking at the Cannondales. I really just wanted a fairy godmother to come around and say "Here, Jack, this is what you want." I remember it took me about ten years last time to finally buy a bike.

But since I was there, I figured I would see what "Plush" and "Recreational" were. I'm not quite sure what I expected "Plush" to be, maybe a barcoulounger type seat, but to the casual observer, the looked a lot like the other bikes, and cost as much. The Cannondale model cost more, and weighed less than the "Enthusiast" ones. Its claim to fame was comfort on long rides. I've always considered comfort and performance mutually exclusive and my long riding days are pretty much over, so that one was out.

Finally, there was "Recreational." These seemed to be at the low end of the scale, except for the Lapierre at \$10K. Had to go see what that was about. What it was about was probably a misprint, since it seemed pretty ordinary with 105 components. Then there was the Cannondale Six13 5, not to be confused with the Six 5, or, god forbid, the Six13 1. I clicked on it, and music started playing. Was this a Sign from God, I thought. Then it started talking to me. Seems I had chosen the *Bicycling Magazine* Editor's choice, and I was treated to a 3 1/2 minute video on merits of the bike. Truly a Sign from God. I now knew what I had to do. But then I read the fine print: "performance came close to matching that of the enthusiast bikes." Came close? What was wrong with this bike that the main thing the video had to say about it was that it had good brakes. And at 19.2 pounds, it wouldn't show its face at the senior prom with those 15 pound beauties around.

Oh, well, I guess my old Cannondale has a few more good years. 🌀

**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

# September

203999

## MILEAGE TOTALS

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
John Bayley	9003	8	6	5	Frank Aronson	3680	7	5	-	Mark Helton	1786	4	-	-
Bruce Ingle	8174	9	7	3	Dave Stefanovic	3602	1	2	-	Marc Webb	1576	3	1	-
Don MacFarlane	7909	7	-	4	Marc Baskin	3518	2	1	-	Jeff Luxenberg	1438	2	-	-
Jim Krantz	7825	8	5	5	Hasmet Akgun	3503	1	1	-	Greg Tutunjian	1286	3	1	-
Jack Donohue	7327	-	-	2	Peter Knox	3468	4	3	2	John Kane	1227	-	-	-
Pamela Blalock	7256	8	9	2	Alison Sheridan	3313	7	1	-	George Caplan	749	-	-	-
Steve Robins	6490	-	-	-	Gary Smiley	3295	2	-	-	Chris Lennon	609	-	-	-
Bob Wolf	6341	8	2	-	Peter DiMarzio	3236	2	3	-	Susan Grieb	537	-	-	-
Irving Kurki	6156	9	6	1	Cynthia Snow	3158	1	-	-	Jacek Rudowski	50	-	-	-
Larry Murphy	5589	9	-	-	George Ulrich	3123	3	-	-					
Chris George	4848	7	-	-	Erik Husby	2920	2	-	-					
Don Mitchell	4832	5	2	-	Rudge McKenney	2842	5	1	-					
Butch Pemstein	4679	7	1	-	Douglas Cohen	2824	2	-	-					
Glen Reed	4663	3	4	-	Fred Meyer	2798	4	1	-					
Brett Serkez	4551	7	3	-	Ed Foster	2740	5	-	-					
Paul Hardin	4431	8	2	-	Gabor Demjen	2662	5	2	-					
Rolf Budd	4140	2	1	-	Cynthia Zabin	2632	-	-	-					
Ken Hablov	3986	7	-	-	Lisa Weissmann	2594	3	1	-					
Rich Taylor	3879	8	8	-	Darrell Katz	2571	-	-	-					
Joe Repole	3877	9	9	-	Jean Orser	2475	4	2	-					
Carlo Innocenti	3868	2	1	-	Michael Filosa	2441	4	2	-					
Joseph Moore	3822	6	-	-	John Springfield	2034	-	7	-					
David Wean	3781	3	-	-	Bill Hanson	1885	-	-	-					

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

<b>New Welcome Members</b>					
Donald Allen	Hingham	Jason Davis	Waltham	Jason Nelson	Holliston
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William Bachman	Newton Centre	Donna Frankel	Brookline	Trish Ohlson	Chartley
David Balk	Cambridge	Patrick Gillespie	South Boston	Fred Paine	Sterling
Sylvain Bedard	Everett	Dan Gould	Wellesley	Marcia Pomerance,	
Jacob Benjamin	Cambridge	John Grant	Cambridge	Justin Pomerance	Weston
Charles Bent	Cambridge	Andrea Gray	Winthrop	Simon Prentice	South Boston
Ellen Berlan,		James Hansgate	Concord	Gert Reynaert	Boston
Doug Berlan	Sudbury	Wade Hendricks,		Keith Rollag	Millis
Steven Bloom	Danvers	Audrey Hendricks	Brookline	Paul Santamaria	Newton Centre
Clay Bogusky	Sudbury	Clara Herrero	Jamaica Plain	Robert Savignol	Waltham
Lori Bokowy	Charlestown	Terrence Holt	Harvard	Jason Schaffer	Arlington
Jeffrey Bradley	Milton	Christopher Johnson	Brookline	Jim Scherer	Dorchester
Damon Bussey	Somerville	Cyrille Lazo	Boca Raton, FL	Chris Schuch	Stow
Thomas Carney	Natick	David Lebowitz	Marblehead	Steven Senne	East Walpole
Douglas Casey	West Roxbury	Igor Lukes	Wellesley	George Shaw	Brookline
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Michelle Cyrier	Cambridge	Carole Mansoor	Cambridge	Justin Shepard	Dorchester
Matthew Czaplinski	Somerville	Matthew McCloskey	Jamaica Plain	Nancy Smallenberger	Bedford
Jason Davis	Boston	Rafal Medron	Boston	Tom Soma	Brookline
		George Mihailidis,		Pascal Stein	Boston
		Susan Mihailidis	Boston	Ken Tenure	Sudbury
		Richard Morse	Brookline	Tom Tierney	Hyde Park
		Alan Moss	Brookline	Elizabeth Townsend	Ipswich
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Framingham  
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