
WheelPeople

Newsletter of the Charles River Wheelmen

On the roads of New England since 1966

Volume XXXIV, Number 12 • December 2010



Rider Guidelines for Charles River Wheelmen Rides

by Eli Post

The CRW has been in business for over 40 years and for much of that time we've had guidelines for our ride leaders that provide recommendations on planning and running a ride. Over the years we've expanded the guidelines document so that it's now quite comprehensive and addresses most any question a ride leader might have related to organizing a CRW ride. We decided that it would also be appropriate for CRW to have Rider Guidelines, especially for riders new to the club or new to group riding. These Guidelines (see <http://www.crw.org/riderguide.php>) describe what to expect on our rides, and what is expected of riders. As you already know, or will soon realize, riding in a group is very different than riding on your own or with a few friends, and it requires mastering a new set of safety rules covering such topics as riding in groups and in traffic, what to do before the ride and at the start, and other considerations. We ask that you review the Rider Guidelines, and pay close attention to the recommendations. Our goal is to increase your enjoyment of each CRW ride as well as to promote safe riding, consistent with the CRW Safety Policy:

The CRW promotes safe, courteous, and lawful cycling practices. CRW members are expected 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.

Safety Corner - [Continued on page 3](#)

Bike Shop Nights

by Eli Post

Last year we ran a series of events at local bike shops at which subjects of interest to cyclists were presented. It was an opportunity to reflect on new equipment, getting fitted and otherwise preparing for the next cycling season. These events proved popular and we are repeating them over the coming winter months.

Arrangements are in progress for several evening events in December, January and February, which would include the following topics: (a) what to look for buying a bike, (b) how to handle emergency breakdowns, such as a cable snapping, (c) a live demo of computer based fitting utilizing motion scanners, and (d) dressing and preparing your bike for cold weather cycling. Each event will be held at a local bike shop, and refreshments, courtesy of the bike shop and

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Photos are from 2009 bike shop events.



Volunteer
of the Month

Steve Cohen Tough to Duplicate!

by Kimberley Fitch

When I interviewed CRW member Steve Cohen for this article, he had just returned from playing 90 minutes of squash. Since I've never played squash, my head was void of any particular image. I inquired "isn't it basically the same thing as lawn tennis, except that you play it indoors?" Long pause ... "no". I learned that squash is an intense sport requiring serious energy. According to Wikipedia, in one hour



of squash, a player may expend approximately 600 to 1000 Calories, which is significantly more than most other sports. Steve plays for a team affiliated with the Newton Squash and Tennis Club which com-

petes in an inter-club league.

When asked about his cycling history, Steve provided the standard answer - "of course, I started biking when I was a child". But, it took the formidable force of parenthood to convert him into a more serious cyclist. Steve has happy memories of initiating his daughter on training wheels. When she got a little older,

Volunteer - [Continued on page 8](#)



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 before 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.

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

For more information please contact
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	Chris Tweed	781-830-1368
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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
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CRW Board Meeting

November 2, 2010



Present: Andy Brand, Kimberley Fitch, Don Blake, Steve Cohen, Jack Donohue, Rosalie Blum, Cindy Sragg, and Eli Post

Reports

VP Rides (Eli) - Ride season is drawing to a close. Excellent 2010 ride calendar including rides every Saturday and Sunday.

Membership - 1544 memberships and 1816 members.

Treasurer (Don) - Current balance is \$63,347.

Old Business

Rider guidelines - Rider guidelines (<http://crw.org/riderguide.php>) are now published on the CRW website. They provide a clear set of expectations for everyone who joins a CRW ride.

Fall Century - Perfect weather and a near record fall turnout at 380 registered participants. All were pre-registered.

Special events - The "Bike Shop Nights" program returns starting 11/4/10 with a presentation by SRAM Components at Belmont Wheelworks.

Board elections - Cindy Sragg, Peter Brooks, and Helen Greitzer were elected to the board.



The CRW Board - Rear, left to right: Andy Brand, Steve Cohen, Kimberley Fitch, Don Blake
Front, left to right: Rosalie Blum, Cindy Sragg, Eli Post. Not present: Howard Miller, Raúl Raudales

Grants - The board approved the following amounts as 2010 grants: Friends of the Bruce Freeman Rail Trail (\$1,000), Bikes Not Bombs (\$1,250), Cycle Kids (\$1,000), Liveable Streets (\$1,000), MA Bike Coalition (\$2,000), League of American Bicyclists (\$1,000), Boston Bikes (\$2,000), Needham Bikes (\$1,500) for a total of \$10,750. The Needham Bikes grant is contingent on the town of Needham approving bicycle signage along South St by November, 2011.

New Business

Website software - the board approved the purchase of a new version of DreamWeaver, the website programming tool used to support the CRW website.

The next board meeting will take place on January 4, 2011.

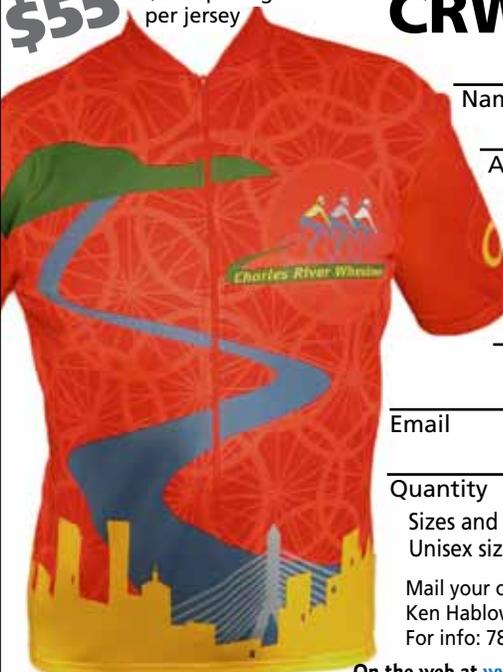
Respectfully submitted,
Stephen Cohen
Secretary

Safety Corner - Continued from page 1

Even if you are not new to CRW rides, you will do well to go over the Rider Guidelines and at a minimum refresh your memory of group riding basics. The Rider Guidelines are based on traffic laws, common sense and courtesy. We ask that each member follow these Rider Guidelines for his/her own safety, for the safety of fellow riders, and as a courtesy to the motorists with whom we constantly interact. This is part of our committed and conscious effort to promote safe riding as well as project a positive image of bicyclists. We hope these Rider Guidelines help our members achieve safe bicycling, and as always we welcome any feedback or questions (ridesvp@crw.org). ☺

Bike Shop Nights - Continued from page 1

CRW, will be provided. You can learn the date and more about each event, at <http://www.crw.org/event.php?event=bikeshopnights>. Since attendance is limited by the nature of the event, to attend we ask that you register using the form on the referenced page. ☺



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On the web at www.crw.org - Click on About CRW > Merchandise

December 2010

www.crw.org

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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)

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, e-mail Helen 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)

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 first!!



Danger on the Charles

(Ed: Below is an excerpt from the August 18, 2010 Wednesday Wheeler ride report by ride leader Pete Fiore. All I can say is "Be careful out there")

Notable facts about the Charles River

- 1) The Charles River was named after the English Prince Charles who later became King Charles I (1600-1649).
- 2) The source of the Charles River is Echo Lake in Hopkinton, Massachusetts.
- 3) Striped bass, which spend their adult life in the ocean, are just one of twenty species of fish that reside in the Charles River.
- 4) Even before the industrial revolution and its subsequent pollution of the Charles River, the

color of the river was brown and it looked like dirty water. Yet, after many completed cleanup projects (and more still planned), it continues to be brown. This is because the river flows very slowly through the many marshes along its length, absorbing particles of the surrounding terrain as it flows to the sea. Part of the Charles River flows over peat bogs.

5) The Charles River is featured in the classic song, "Dirty Water" by The Standells. It was the Standells first single hit (June 1966). A portion of the lyrics follows to help you recall the song:

*Down by the River...
 Down by the banks of the River Charles
 (Oh, that's what's happenin' baby)
 That's where you'll find me
 Along with lovers, muggers, and thieves.
 (Ahh, but they're cool people)
 I love that dirty water
 'Oh oh, Boston, you're my home*

By the way, the Standells were not a Boston band; they were from Los Angeles, California.

6) Meryl Streep starred in a thriller movie (The River Wild) in 1994. The gist of the movie was that she, her husband and 10-year old son were on a holiday vacation. Streep was a whitewater rafting guide, paddling down a violent river and came upon two vicious criminals. Enough said about the plot. The key words are "violent river". Movie viewers were led to believe that the entire movie was filmed on the Salmon River in Idaho. It actually was filmed at the Upper Rogue River, Oregon, Grants Pass, Oregon, Kootenai River, Libby, Montana, Glacier National Park, Montana, West Glacier, Montana, Middle Fork of the Flathead River, Kalispell, Montana, and are you ready for this; our very own violent Charles River. At the beginning of the movie, Streep is rowing her raft on the Charles River under the Watertown Bridge. I feel confident that

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December 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.

Something in Common

Sunday - December 5

Times and Routes: 10:30 AM

Ride Type: Cue Sheet, Map

Description: Join us for the first Winter Ride of the Season, and a taste of rides to come. This is the season to share in the fun. Meet at the monument in the middle of the Cambridge Common. Free donuts for the first 25 riders.

Leaders: Eric Ferioli (781-235-4762)

Start: Cambridge Common, is north of Harvard Square. 1500 Massachusetts Avenue, Cambridge

Directions: Harvard Square, Cambridge is accessible from Memorial Drive, and Storrow Drive, as well as the MBTA Red Line.

Bare Natick

Sunday - December 12

Times and Routes: 10:30 AM

Ride Type: Cue Sheet, Map

Description: Route goes to the southwest through pretty roads in Dover, Medfield, Millis, and Sherborn.

Leaders: Eric Ferioli (781-235-4762)

Start: Natick Common, at the intersection of Rt. 135 and Rt. 27, Natick

Directions: From Route 128, take Route 9 West approximately 6.5 miles to Route 27 south to the Natick Common.

Willett's Pond Wayfare

Sunday - December 19

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 on opposite side of the street..

Back Roads of Concord

Sunday - December 26

Times and Routes: 10:30 AM for 27 miles

Ride Type: Cue Sheet, Arrowed

Description: The ride includes the back roads of Concord and Carlisle with a few hills to warm you up.

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

Start: Crosby Market Parking Lot (Near train station) 211 Sudbury Road Concord, MA

Directions: Take Rt. 2 West. Turn Right on Sudbury Road (4th light from Rte. 128) in Concord. Parking lot is about 3/4 mile on the right before the tracks. Please park away from the stores. Overflow parking at Concord Carlisle High School.

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

CRW Trips



Photo: Linda Stevens

Bikers on Skis

February 18-20, 2011

Try your hand at gliding instead of rolling. This cross country skiing and snowshoeing weekend at a comfortable B&B in the Northern White Mountains, features gourmet food and a hot tub to soothe aching muscles après ski. We'll visit ski touring centers at Bretton Woods and the Balsams, and try some back country skiing and snowshoeing. Skiers of all abilities welcome. Downhill skiers can join us and ski Bretton Woods. If there's no snow bring your hiking boots and/or mountain bike. The trip spans the three day President's Day weekend. Cost of \$185-245 for the weekend includes three nights lodging, three breakfasts, two dinners.

Rooms all double occupancy, some with private, some with shared bath. They are assigned in the order checks are received. There are also two luxury rooms (with hot tub) available for additional cost. Check <http://crw.org/bikersonskis> for room availability and cost and to register.

To register send a check for the full amount made out to Jack Donohue and an e-mail address or stamped self-addressed envelope by January 18 to the address below.

Registration fee non-refundable after this date unless we can find someone to take your place.

For more information, you can contact the leaders.

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

Keep On Riding!

The Club's Winter Ride Program starts in December. The Saturday Morning Fitness Ride and regularly scheduled Sunday Rides continue through the winter, even in severe weather conditions. Saturday Winter Rides will be held on an impromptu basis whenever weather conditions are on the moderate side. The Winter Saturday

Rides will be posted on the CRW Web-site a few days in advance as weekend weather forecasts become more dependable, and suggest a safe and pleasant experience. Between December and March make a point of checking www.crw.org toward the latter part of every week for winter cycling opportunities.

Cadillac Mountain Century Challenge

by Mike Laurin

Let me first preface this article by saying how enjoyable biking can be in the New England winters. It is a unique and rewarding time of year to be a cyclist for all of the reasons missed by those confined to a "cycling season." That said, after all those sweet summer miles, after all those evening rides when it's still light out after work, this time of year definitely has the feeling that the "cycling season" is winding down. For me, I always find myself looking for that one special ride to cap it all off. October can go either way weather wise, but if Mother Nature is feeling generous, these transition weeks before winter can provide us with some of the best reasons to cycle in New England. Enter the Cadillac Mountain Century Challenge.

The stars aligned (my wife went out of town, leaving me to my own devices) and I was in a position to make the trip north to Mt. Desert Island, home to both Bar Harbor and Acadia National park. After a seriously stormy Thursday and Friday, Saturday started off with beautiful sunshine and crisp fall temperatures, and I left Cambridge with my bike, my camping gear, and a smile from ear to ear. Driving up 95 through Biddeford, Portland and Falmouth, the leaves were showing early signs of color; lots of reds and yellows, but still a lot of green too. By the time Sabattus was in the rear view, autumn was in full swing; the kind of eye-popping colors that make people from California think about moving to New England. Well, almost.



I could not wait to get out of my car and onto my bike, but Mt. Desert Island is far, real far. Five hours far, but well worth the drive. Acadia National park is beautiful, and if you've never been, you must go. Seriously, go now. The forecast was calling for frost, and I was camping, but hey, I was in Acadia National park getting to ready to ride 100 miles to the top of Cadillac Mountain, the first place the sun rises in the United States; cold and frost didn't even cross my mind. I still had that smile on my face.

True to the predictions, the thermometer at the Hulls Cove visitor center read 36 degrees at 6 am on Sunday. Yet, this being Maine, where the people seem less than daunted by such trivialities as weather, there was a solid crowd of riders. The organizers of the ride, a beautiful, generous family named Mourkas, were handing out coffee along with cue sheets and local ride

advice. You know you're in good hands when the family vehicle is an early 80s VW bus with the license plate SAGWGN. Quickly, let me say that this family put a great ride over the top. The ride is free, as in no entry fee whatsoever. The Mourkas have supported the entire ride for 19 years out of a genuine love of cycling, and it showed. They met us at each of three rest stops, with fruit, Gatorade, homemade chicken salad, yup I said chicken salad, brownies, PB&J, just the works; truly above and beyond.

The ride itself was definitely fitting for a ride ending the cycling season; all those summer miles were put to good use. The well arrowed route measured 102 miles and covered just about every road on Mt. Desert Island. Due to tectonic orogeny that eludes me, Mt Desert Island has numerous mountains on it (and no deserts?) and we climbed over 7000 feet and 90 miles to the base of Cadillac Mountain, Acadia's highest point. From there it's about 4 miles to the summit at 7-8% tops, (in CRW terms, it's as if the ride from Sterling Center to the top of Wachusett came at mile 90 of the CTTC instead of mile 50.) Definitely tough, but hey, I heard there would be brownies at the end, and the rumors were true and delicious. By far the highlight of the ride is Park Loop Rd; 20 miles of a 2-lane, one-way road along the rocky coast of Acadia. Views like you see on the post card, and the best part: The National Parks service re-paves the road every other year; absolute pristine biking conditions. I could ride those 20 miles every day for the rest of my life and die a happy man.

Back home time marches on though. It's dark for the commute in, dark for the commute home. The shorts have been put away in favor of tights and long sleeves. The "cycling season" has officially been capped. But with that comes the dawn of the next "cycling season". Speaking of dawn, we'll be seeing a lot more of each other this time of year. It's a beautiful thing! ☀

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director Curtis Hanson's trickery did not fool most Wheelers, many who have encyclopedic knowledge of every roadway in Eastern Massachusetts, as well as where every port-a-potty is located. They knew that Streep was rowing under Route 16.

Lesser known, yet intriguing facts about the Charles River (the ones not documented in tourist guides)

1) The Charles River is the only river in North America that flows to both the Atlantic and Pacific Oceans. At the highest point of elevation during today's ride, both oceans were visible. Regrettably, the Pacific Ocean was a bit more difficult to see because of the presence of heavy Midwest smog.

2) During high tide (and you thought you would only see tides while on coastal rides)

in the low-lying areas of the Charles River, the Charles River crocodiles, which rival the Nile River crocodiles in size, are especially active and extremely aggressive. At low tide, they usually drift downstream to Lower Falls in Newton to feast on carp, Canadian geese, and the resident pet population, which has been decimated in recent years.

3) Given the fact that the Charles River crocodile population is estimated to be less than 84 today, they are considered an Endangered Species.

4) Members belonging to STDATCR (Stop the Deception about the Charles River) discredit the history books proclaiming Echo Lake in Hopkinton, Massachusetts as the source of the Charles River. They believe that the Charles River is actually an underground tributary of the Nile River. Additionally, they are adamant in their belief that the Charles River crocodile

is not a distinct species, claiming they are in fact, Nile River crocodiles.

5) The only reason we were able to pass safely through the low-lying areas of the Charles River today was it just happened to be low tide at the time. Thanks to our Wednesday Wheeler Coordinator for checking the tidal charts. Her knowledge of the tide schedule was the real reason I was ordered to move my ride forward from August 4 to August 18

6) So far, 2010 has been a particularly devastating year for bicyclists riding in the low-lying areas of the Charles River during high tide. As of August 15, there were 131 attacks against bicyclists and 129 individuals and their bicycles were lost to the Charles River crocodiles. As you may know, the larger crocodiles are capable of surprising bursts of speeds, briefly reaching up to 7.5 to 8.5 MPH. Obviously, the

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Best New Ride of the Year - 2010

by Eli Post

We are always on the lookout for an achievement that has demonstrated excellence, innovation and the promotion of cycling. Last year we began a new CRW tradition of an award for “best new ride of the year” in recognition of a ride which was well crafted, appreciated by those who rode it, and which immediately earned its place among the Club’s classics.

“Brake for Beavers” first ran in October 2010. It was the creation of Bob Zogg and Kimberley Fitch who wanted to come up with a new route which would be interesting, include new roads and open up territory not generally frequented by CRW rides. That is, a ride new to many of our riders including an opportunity to experience beautiful country roads, dramatic views, and some challenging hills.

The ride was based on the pioneering work of Bill Inman (AMC), Jim McGarry and Lyn Pohl (CRW), who long ago decided to share their discovery of interesting cycling territory with fellow cyclists in the AMC and the CRW. The Beaver ride incorporates some of these old, yet engaging routes located in Westford, Pepperell, Hollis and Tyngsboro, and at the same time provides important debut exposure for new roads. For additional fun, the ride included an “extra credit” loop (2.5 miles) where cyclists can visit the MIT Labs at Haystack Observatory. According to CRW member and Beaver



Photo by F.D. Lind. Used with permission.

Millstone Hill Steerable Antenna is located at MIT Haystack Observatory in Westford Massachusetts.

Ride consultant Chris Lennon, the observatory includes the Westford Radio Telescope, an XPR Radar, the Millstone Long Range Tracking Radar, an ionospheric Research Radar, and the [Haystack Observatory Tracking Radar](#). When Kimberley first viewed these oddly shaped monstrosities, she claimed “I can’t imagine why anyone would be interested in this. It’s for geeks.” As it turned out, many CRW cyclists chose to visit the observatory on both days that the ride was held in October. As a result of the overwhelming popularity of the observatory, the loop is now part of the ride for geeks and non-geeks alike.

The name “Brake for Beavers” was not the first choice of the ride leaders, and was chosen only after long negotiation and considerable compromise between the two ride leaders. Kimberley suggested (or rather insisted)

that the ride should be called “Beaver Fever”. Bob reported that this name was absolutely unacceptable, since Beaver Fever also connotes a terrible illness which humans can contract from drinking contaminated water. Since Kimberley was not familiar with this, she figured that it must be a remote folk lore which Bob had somehow retained. Eventually however, Bob was able to convince Kimberley that Beaver Fever was a genuine condition, and they finally settled on “Brake for Beavers”. The Beavers long ride does in fact include a view of a super-sized beaver dam on the left as cyclists ascend the hill on Rocky Pond Road, off Route 130 in

Hollis. We’ve been in touch with the Beaver high command and asked that the dam be kept in place for our riders to view.

Bob and Kimberley are already planning to incorporate some of the valuable feedback that they received from cyclists after the inaugural Beavers ride. They will tweak the course a bit to make it flow better, and lay down some additional arrows where needed. Thanks to input from other riders, the ride leaders are looking forward to making the ride an even better experience next year.

One of our more experienced riders said “Great route! I was even on a few roads I had never been on before” and there were many other compliments. The “Brake for Beavers” ride is a cyclist’s delight, and will certainly be included in our 2011 ride program. If you missed out, be sure to catch it next year. ☺

Welcome New Members

June Baboian	Watertown
Joyce Bailey	Arlington
Ann Breckenridge	Concord
Susan Busch	Wayland
Andrew Chang	Boston
Madonna Cournoyer	Newton
Dan & Anandi Cullaty	Wellesley
Mike & Kelly Dagdigian	Boston
Bart Dahlstrom	Dorchester
Karthik Dantu	Cambridge
Chuck Dopfel	Wayland
Doug Fleming	Boston
Richard Fortier	Concord
Sara Gifford	Somerville
Scarlett Graham	Cambridge
Michael Green	Needham
Daniel Hawkins	Cambridge
Grant Heffernan	Wrentham
Christopher Hug, Ann Poduri	Chestnut Hill

Andrew Johnson
Joseph Kenny
Kate Klim
Sam Learner
Jon Leibowitz
Terri Lowenthal, Michael Fisher
Peter Maggs
Benson Margulies
Beth Marshdoyle
Susan Maupin
Joanna Mauro
John Mears
Lisa Metzger
Joan Mikula
Michael Milkin
Faith Moore
Joseph Mullaney III
Seanan Murphy, Sarah Leinicke
Diane Mutchler
Suzanne Norman
Charles Palson
Robert Platt

Natick
Westboro
South Boston
Wellesley
Wellesley
Needham
Cambridge
Lexington
Weston
Boston
Boston
Boston
Charlestown
Newton
Needham
Cambridge
Dover
Cambridge
West Roxbury
Boston
Waltham
Cambridge

Paul Reed
Matthew Roeder
Corie Rowe
Ben Ryterband
Jon Saperia
Mark Schindler
David Schofield
Richard Schooler
Jacob Scott
Ofer Shapira
Lucius Taylor
Grace Tkach
Blake Treves
Lane Turner
Peter Tzanetos
Terri Valentine
Jordan Vance
Gordon Weiner
Terry Woodring
Alfred Yen
Kang Zhou

Wellesley
Waltham
Jamaica Plain
Lexington
Stow
Cambridge
Wayland
Cambridge
Brighton
Brookline
Needham Heights
Charlestown
Wellesley
Brookline
Medfield
Natick
Boston
Watertown
Acton
Concord
Cambridge

Volunteer - Continued from page 1

Steve began to ride along with his daughter. Eventually, they enjoyed longer rides together. When Steve's daughter was in graduate school she decided it was time for a major bike upgrade. Steve was glad to accompany her to the bicycle shop and examine the shiny new road bikes. But, later, it occurred to him that something wasn't quite right. "I'm gainfully employed, yet I continue to struggle up hills on my old clunker. If this poor starving graduate student can buy a beautiful new bike, then why can't I?" Steve decided to follow his daughter's lead, and purchase a new bike for himself. That was Steve's kickoff to getting more involved in cycling.

Steve has been a member of the CRW for about seven years. His launch into the CRW was through the Wednesday Wheelers, which emphasizes the social and community side of cycling. Eventually, Steve started to participate in weekend rides. About three years ago, Steve decided to volunteer for the CRW.

Steve volunteers in a number of areas within the CRW. He has been a CRW Board member and Secretary of the Board since 2008. About two years ago, Steve organized a team to examine CRW membership numbers (which were in decline at the time), and to make recommendations to the Board regarding ways to increase membership. Following the recommendations of Steve's team, the CRW took a variety of steps

that helped grow membership over 25%. Steve has also chaired the CRW grants committee since 2008. This committee researches grant distribution options and makes recommendations to the Board for donating grant funds to cycling advocacy organizations. Steve successfully revamped a scattered grant-evaluation process and created a system that allows Board members to make well informed decisions.

Steve has an undergraduate degree in electrical engineering and a MBA. He is the President and founder of a small company called Newton Photonics, which develops bio-medical instrumentation that use light as the sensing medium. Prior to founding his company, Steve worked for Hewlett Packard in technical sales and marketing. While he was at Hewlett Packard, Steve lived for four years in Stuttgart and Geneva, where he ran HP's sales and marketing operations for electronic components.

In addition to cycling and squash, Steve enjoys hiking. In September, Steve trekked for three weeks in France and Switzerland, a trip that he organized for his daughter and himself. They stayed in small pensions that provided breakfast and dinner each night. Each day, Steve and his daughter hiked eight or nine miles, averaging 3,300 vertical feet, while carrying 20-pound packs. The trip was especially memorable, as it was planned as a pre-wedding excursion for Steve's daughter, who got married soon after their return.

Steve also enjoys hiking with the AMC and, during the summer months, he participates in AMC major excursions. He has enjoyed AMC excursions to Aspen, Yellowstone, Alaska, and the Smoky Mountains. During the winter months, Steve often makes weekend trips to Bethlehem NH, where he enjoys cross-country skiing and snow shoeing with his wife.

When not engaged in athletics, Steve enjoys playing duplicate bridge, a variation of contract bridge in which each team plays a series of identical hands. Steve learned to play bridge at age seven, when his parents introduced him to the game. He says, "Learning to play bridge is similar to learning a new language. One's enjoyment of the game increases dramatically after achieving some basic mastery of its underlying vocabulary and grammar."

Steve feels strongly that the CRW can and should continue to emphasize the social aspects of the club. Wherever possible, he'd like to see the CRW promote environments where members can meet and interact with others through the experience of a common interest.

If you see Steve on a ride, please thank him for all of his volunteer work with our club. And, if you really want to get on his good side, offer to host a social gathering at your house after a ride... or, better yet, challenge him to a game of squash or duplicate bridge! ☺

Danger - Continued from page 6

unfortunate bicyclists were not Wednesday Wheelers. If they had ridden with us on a consistent basis, they would have been able to "drop" the crocs.

One interesting fact that stands out in police reports is that all 129 ill-fated bicyclists were riding bicycles with carbon fiber frames; none had steel frames. The Charles River crocodiles have become exceptionally clever; they can easily distinguish steel frames from carbon fiber frames. They learned years ago that chomping down on steel frames would only result in broken teeth and that steel frames are not digestible. Consequently, they do not attack bicyclists with steel frames - something one may want to contemplate when choosing a bike frame.

Vertebrate zoologists theorize that the Charles River crocodiles have acquired a taste for carbon fiber similar to the way that some people crave dark chocolate (at least 60% cocoa). We have an individual like that in our group. If you notice, she always rides with a pack on her back, but there is no water, fruit, repair gear, or anything else in the pack except dark chocolate. It is stuffed from bottom to top with an assortment of delicious chocolates. She usually volunteers as sweep so that no one can see her reach into the bag and incessantly devour chocolate throughout the entire ride. I will not give up her name, but her initials are S. B.

There is an abundant supply of fish, wild game, domestic pets, walkers, and joggers passing through the Charles River basin, yet the crocodiles never attack the walkers or joggers. The zoologists hypothesize the crocodiles crave and are addicted to carbon fiber. Nevertheless, they still gulp down the bicyclists along with their carbon fiber frames. Since carbon fiber frames have dominated the bicycle industry in recent years, the crocodile's preference for carbon fiber may be an evolutionary adaptation.

Taking into consideration the fact that carbon fiber frames continue to get lighter each year, some zoologists believe the crocodiles only attack bicyclists when they are in the mood for a light meal. The doubters of these conclusions claim the phenomenon is relatively new and requires research that is more extensive. They support sponsoring bike rallies, group rides, and road races to attract more bicyclists to the Charles River Basin area. Additional bicyclists in the area would provide more opportunities to study Charles River crocodile behavior in action in their natural habitat.

In one particular area, the river comes within a few feet of the road. On the opposite roadside there is a small marsh overflowing with reeds, which provides first-rate cover for the crocodilians. This is the spot where the majority of attacks occur. Yes, we did ride by that exact spot today, but purposely did not have a regroup there. Recently two bicyclists escaped

an attack at the small marsh and unveiled an innovative new strategy being employed by the crocodilians. After finishing off their latest victims, the crocodilians would eat all but one of the carbon fiber bicycles. They would drag and position the uneaten bicycle up against a tree, puncture one of the tires with their teeth, then wait hidden amongst the reeds. An impressive example of wildlife using tools to assist in acquiring their prey.

While riding by the marsh, the two unsuspecting bicyclists noticed the bicycle leaning against the tree had a flat tire. They pulled over, stopped and looked for its owner to inquire if help was needed. They probably were Wednesday Wheelers relishing the chance to jump in and repair someone else's flat tire. We all know very well that if you flat out on a Wednesday Wheeler ride, just hold tight, no sense getting your own hands dirty. You had better move out of the way swiftly, because in the blink of an eye, no less than half a dozen Wheelers will surround your bike, feverishly debating who has the best method to repair the flat. However, in spite of all the quarrelling, they will have your flat repaired properly and quickly.

The crocodiles crawled from the reeds and sped toward the two bicyclists but came to an abrupt stop within 2 feet. It was as if a steel curtain had suddenly dropped in front of them. Actually, it was better than a steel curtain;

Danger - Continued on page 10

a Man, a Plan, a Kancamagus

*"We gotta special on chicken salad today."
"Hmmm. I think I'll have a turkey sandwich on wheat."
"That comes on a bulky roll. If you want wheat, that's extra. We make our own bread."
"Sounds good. I'll take the wheat."*

The waitress took the order to the cook. It was a small place. Only a few locals were there. And then there was the bike rider, yours truly. I was on my way from Boston to Conway, NH. Why Conway? Because it's the gateway to the Kancamagus Highway. And I had a plan. I wanted to bike up this famous White Mountain road. I only had three days for the trip. The first day from Boston was going to be about 135 miles, and I was concerned I would run out of daylight.

Starting out before dawn, I managed to get a tailwind to push me the first 100 miles. I was now taking a break at a diner, south of Union, NH. It looked like I would make it, after all.

I noticed that country music was playing in the background. Shortly, the waitress changed the channel, and Irish fiddle music flooded the room.

A few feet started tapping the floor. Then, in a spontaneous outburst, the cook and the waitress started dancing. I smiled, a few others hollered. The dancers picked up the pace, banging their shoes against the wood floor.

And, then, it was over.

The waitress brought me my sandwich, and gave me a wink.

"No extra charge."

After I finished lunch, I reluctantly left this oasis. But I had a mission: reach Conway before dark. And, as I arrived at 6 p.m., I was still thinking about the unplanned entertainment.

After spending the night at the hostel in Conway, the next morning I sought out a local diner for breakfast. I was only one of three people eating early in the morning. The young woman behind the counter was the cook and the waitress.

"Help yourself to coffee. Second cup is free."

I poured myself some coffee, sat down at the counter, and placed my order.

And then it happened again. Country music was playing in the background. The cook/waitress started singing along with the music. Her voice was soft, almost polished, and she sang along as if nobody else was there. I again drifted away...

"Hope you enjoy it."

"Oh, I'm very hungry. I'm sure I will."

As I ate, she again picked up a tune as she worked the griddle.

Soon I was off, climbing up the Kancamagus at 8 m.p.h. The scenery was spectacular, the car drivers were courteous, and I entered another world.

On the outlook for moose, I was instead greeted by a group of wild turkeys crossing the road. Everything was different up here. It was just what I needed. The pressures of Boston seemed to be thousands of miles away. I was adrift on a sea of unassuming singers, joyous dancers, and a road to the sky.

Then my imagination took over. I started wondering what the old Chief Kancamagus would think. He and his people had these mountains and rivers all to themselves. That is, until the settlers came. Soon he was forced to relocate to Canada. But while he was here, he must have felt a sense of belonging. To the land, the river, the sky.



I climbed even slower at I approached the top of Kancamagus Pass. I could smell the silence. The Old Man was with me, somehow pushing me on. You'll enjoy the top, he whispered. Climbing, climbing, the top should be around the next curve. No wait, you still have farther to go.

And, then, it was over. I was at the top. I stopped, trying to take it all in. Peace was in the air.

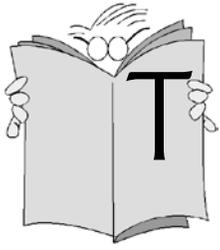
"Thanks", I told him in a low voice.

"My pleasure", he murmured.

Ps: for photos, see: <http://www.crazyguyonabike.com/doc/kancamagus>

Little Jack's Corner

by Jack Donohue



They say third time's a charm, and that was the case recently with my Falcon commuting bike. On my first attempt at going to work, I was riding along when there was a loud noise. Being a veteran of many such noises, I immediately recognized it as a broken spoke. I considered for a moment wobbling along to work with it, but I wasn't very far from home, so I turned around, dropped it off and got a substitute bike. I've got a lot of bikes, so I can repeat the process until they are all broken if I don't feel like fixing them right away.

Which I didn't. The broken spoke of course was on the rear wheel, freewheel side, so it was going to take a fair bit of mucking about to fix it. Besides, I still had several useable bikes. After a week or so of riding substitute bikes, I decided it was time to tackle fixing it. I took it all apart, replaced the defunct spoke, and put it in the truing stand, thinking all I had to do is get the tension on the new spoke right, and all would be well. Not so. When new spoke was tensioned correctly there was still a significant wobble in the wheel. So I would have to twiddle a few more spokes. This is when I found that every other spoke was completely frozen in place and nothing in heaven or earth could move it. Or more correctly, twisting the nipple ended up twisting the spoke as well with no independent movement of the nipple.

So now I had a moral dilemma. The Donohue Prime Directive is never to dispose of anything that could possibly be made useable, usually with the judicious application of duct tape. Here, duct tape would not suffice, and there would be a fair amount of expletives involved were I to try to fix it. Meanwhile, I had several perfectly good spare wheels that were just looking for a *raison d'être*. I actually have a

lifetime supply of spare wheels, since unlike other parts they don't wear out, and except for crashes and being eroded by sand in the winter would likely last nearly forever. It would be sad were I to go to my grave riding crappy wheels when there were good ones still on the shelf. So I decided to disregard the Guiding Principle and just throw the wheel out. I have several changes of heart along the way, so to seal the deal, I got out my trusty hack saw and cut the rim in half. Now there was no going back. Though I did save the hub, why I know not, since I have no plans to ever build a wheel again.

This gave me a rare opportunity to clean all the accumulated crud off the cassette before I transferred it to the new wheel. So I put squeaky clean cassette on new wheel, went through the gears a couple times to make sure the indexing was still right, and I was ready to hit the road.

So, for the second time I set off for work, with my new wheel and clean cassette. First thing I noticed was that it seemed to skip a bit in shifting. Have to play with the adjustment, I thought. The next time, going up a hill it really skipped badly. This time I stopped and noticed that the chain was happily lodged BETWEEN two cassette cogs. Then it dawned on me that I had put a seven speed cassette on a wheel that probably was designed for a nine speed. It seemed to me when I put it on there was a bit of play, and this was an understatement. There was so much play that the chain pushed the cogs aside and was nestled between them. Didn't even consider soldiering on this time, and was beginning to think this would have to be another case of Susan to the rescue. But, again I was not too far from home, so I put the chain on a middle cog and figured it would stay there as long as I didn't shift. This worked well, and I got home, switched steeds, and off to work again. By this point I was feeling like the Pony Express.

I got my calipers out and determined that new wheel cassette was in fact several millimeters wider than the old one. What to do? Well, I also have a lifetime supply of cassettes, maybe two lifetimes, and I considered replacing it with one with more speeds. But then I would have to get a new derailer/shifter or forgo indexing. Indexing on this bike had not really worked for most of the years I rode it, and when I finally got it to work, I was a happy man. So neither alternative sounded very good, and I decided to try to make the seven speed cassette work. Each of the gears has a spacer between them, so I took a spare one and added that to the collection. That almost worked, but it wasn't quite thick enough and there was still play, which I figured would eventually lead to cassette unraveling in some inconvenient place. Since I do not yet have a cell phone with Susan's number on speed dial, I would have to throw myself on the kindness of strangers. So I went looking around for another spacer. Another inter-gear spacer would be too thick, so I went through my collection. My collection included a SIX speed cassette, which astounded me since I didn't think cassettes were invented until bikes were at least in the seven speed range. Fortunately this one was provided with a very thin spacer, so I cannibalized it and added it to the mix. Tightened it all down and it seemed fine, but since this was sort of a gerry rigged concoction, I wasn't real confident in it actually working.

But third time out, I actually got to work and back without incident, and repeated the feat several times since, so I think I'm OK. ☺

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

Danger - Continued from page 8

the two bicyclists were riding bikes with steel frames. The crocodiles were misled by the presence of a faux carbon fiber pump on the top tube of one of the bicycles. Once the crocodiles realized their blunder, they quickly retreated into the river. They were disappointed but not discouraged; for they knew, it would not be long before other noble Samaritans pulled over to offer assistance. The crocs licked their chops, grinned at each other, and knew for sure they would meet with good fortune that day. For it would be just a matter of time before a

bicyclist pedaled down the road riding on the crocs favorite delicacy, a Specialized Roubaix.

7) Additionally, this year, sad to say, even Sasquatch (Big Foot) succumbed to the Charles River crocodiles. Sasquatch had tired of the forests in the Pacific Northwest and the ruthless pursuit of the paparazzi. He migrated to Massachusetts a few years ago, believing that the Charles River area would be a peaceful place to settle. Sasquatch was fully aware that the crocodiles were patrolling the river and its banks, but believed that he could elude them. Unfortunately, due to size of his feet, he could

never run more than 7 MPH.

Concerned that, it might have kept riders from attending today's ride, information about the Charles River crocodiles was intentionally withheld from the ride announcement. However, I am delighted to report that all riders were accounted for at the conclusion of both the Core ride and Remote Start ride.

The Scoreboard

Visiting Team: Wednesday Wheelers 45

Home Team: Charles River Crocodiles 0

The Rematch

Summer 2011 ☺

October

2 | 8 | 8 | 1 | 4 | 3

MILEAGE TOTALS

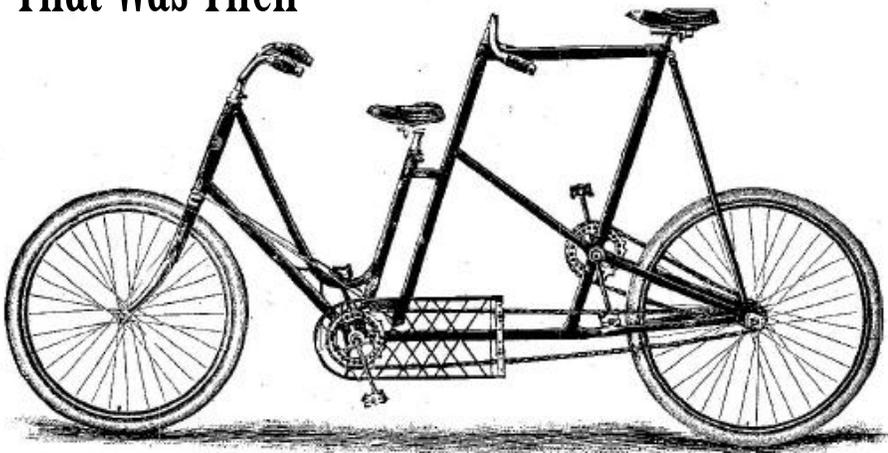
Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Scott Teich	12193	10	10	10	Joseph Tavilla	4174	-	-	-	Mike Hanauer	2100	-	-	-
Tom Fortmann	11889	8	7	7	Lisa Weissmann	4140	6	1	-	Marc Webb	1705	2	1	-
Bruce Ingle	10716	10	10	10	Hasmet Akgun	4098	1	-	-	Nick Gilligan	1251	-	-	-
Jim Krantz	9425	10	8	7	George Ulrich	4046	2	-	-	John Kane	1236	-	-	-
John Bayley	9348	10	4	4	Alison Sheridan	4041	7	3	-	Jeff Luxenberg	1170	1	-	-
Pamela Blalock	9259	9	3	3	Cynthia Snow	4025	2	-	1	George Caplan	802	-	-	-
Jack Donohue	8652	-	-	3	Fred Meyer	3999	9	-	-	Susan Grieb	652	-	-	-
Don MacFarlane	7548	4	-	1	Don Mitchell	3888	4	4	-	John Loring	442	-	-	-
Irving Kurki	7382	10	3	2	Cynthia Zabin	3866	-	-	-	Jennifer Stone	332	-	-	-
John Higley	7079	9	7	5	Dave Stefanovic	3809	-	3	-	Elaine Stansfield	320	-	-	-
Bob Wolf	6827	10	4	-	Douglas Cohen	3796	3	-	-	Karthik Dantu	200	-	-	-
Mike Kerrigan	6633	5	5	3	Steve Park	3777	3	2	-	Jacob Allen	65	-	-	-
Carlo Innocenti	5908	4	7	-	Clyde Kessel	3706	7	6	-					
Peter Brooks	5573	8	5	-	Peter Knox	3671	3	3	-					
William O'Hara	5421	8	2	-	Larry Murphy	3591	-	-	-					
David Wean	5204	4	-	-	Rudge McKenney	3306	5	1	-					
Butch Pemstein	5053	7	2	-	Gary Smiley	3250	-	-	-					
Peter DiMarzio	5026	5	2	2	Ed Foster	3189	4	-	-					
Michael Laurin	4988	7	4	-	Jean Orser	2955	6	2	-					
Brett Serkez	4973	8	4	-	Brian Miller	2776	-	1	-					
Richard Taylor	4825	8	7	-	John Springfield	2682	1	6	-					
Ken Hallow	4604	8	-	-	Glenn Ketterle	2497	-	-	-					
Marc Baskin	4567	4	2	-	Joe & Kathy Marino	2450	3	2	-					
Erik Husby	4500	1	1	-	Adam Auster	2411	5	-	-					
Joseph Moore	4477	3	2	-	Henry Marcy	2272	1	-	-					
Joe Repole	4344	10	10	-	Bill Hanson	2254	-	-	-					
James Sparks	4264	8	-	-	John Allen	2173	1	-	-					
Frank Aronson	4200	8	6	-	Ed Hoffer	2148	-	-	-					

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

That Was Then



High Frame "Crescent" Tandem. *The Wheelwoman*. Vol 4(2) June 1897, p 356

Mary Sargent Hopkins was well known among Boston cyclists in the 1890s. She published a national magazine called *The Wheelwoman*, "devoted to the interests of women who ride the wheel and to the conver-

sion of those who do not." She had a lot to say about women's cycling clothing and etiquette and devoted an entire issue to ideal tandem riding. According to Hopkins, the woman should be in the front seat for several reasons: first,

that both cyclists would have a better view, especially with the man elevated in the rear; second, in an accident the rear position was the most dangerous. Therefore the chivalrous man would willingly take the rear seat. Thirdly, the steering mechanism could be altered so that the man in the rear seat steered the bike. Thus, the man's dominant position could be guaranteed within an aesthetically most pleasing and chivalrous arrangement.

It's unlikely that any of you were cycling in 1897, but the protocol of the day might be of interest in promoting good gender relations. This article comes to us from Lorenz Finison who teaches program and policy evaluation in the Doctor of Public Health program at Boston University. Larry has a strong interest in the social history of cycling and social protest movements. He is also Corresponding Secretary of *Cycling Through History: The Massachusetts African American Heritage Bike Route*, a network of bike routes around Massachusetts and adjoining states - now in the planning phase. Contact him at cyclingblackhistory@gmail.com.

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93 Thoreau St., Concord
978-369-5960

Back Bay Bicycles

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Avenue, Boston
617-247-2336

Belmont Wheelworks

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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

Broadway Bicycle School

351 Broadway, Cambridge
617-868-3392

Cambridge Bicycle

259 Massachusetts Ave.,
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

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
887 Main St., Waltham
781-894-2768

Grace Bicycles

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Holliston
508-429-9177

Harris Cyclery

1353 Washington St.,
West Newton
617-244-1040

International Bicycle Center

89 Brighton Ave, Allston
617-783-5804
71 Needham St., Newton
617-527-0967

JRA Cycles

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781-391-3636

Landry's Bicycles

1210 Boston Providence
Turnpike (Route 1),
Norwood

781-440-0310

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

Papa Wheelies Bicycle Shop

653 Islington Street,
Portsmouth
603-427-2060

Quad Cycles

1043 Massachusetts Ave,
Arlington
781-648-5222

Southampton Bicycle Center

247 College Hwy.,
Southampton
800-527-9784

Superb Bicycle

842 Beacon Street, Boston
617-236-0752

Travis Cycles

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

Urban AdvenTours

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

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