

WheelPeople

Newsletter of the Charles River Wheelmen

October Highlights

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On the roads of New England since 1966

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SafetyCorner



When Signal Detectors Don't Work

by John Allen

Most people on CRW rides know how to turn left (just as motorists do) – by first merging to the left-turn position on the roadway. Everyone did that in this video I shot during July's Climb to the Clouds ride: <https://vimeo.com/73215541>. The rest of this article comments on the Climb to the Clouds video, so please have a look.

As indicated in the video, the left turns on red shown are by no means entirely the bicyclists' fault. The left-turn signal is triggered by a metal detector buried in the roadway, which in this case did not detect bicycles. The bicyclists who ran the red did wait -- but the signal did not change.

On the other hand, if the bicyclists had known to line up carefully over the

Safety Corner - Continued on pg. 8



Crossing America by Bicycle

by Gardner Gray

Gardner Gray kept an exhaustive journal on his trip across America, and summarized the trip for his friends, family and riding buddies on his return. To get the full flavor of his trip, read his blog or just share in his excitement below.

Yesterday I finished my most excellent adventure of crossing America by bicycle. 3712 Miles Ridden: 128,000 Feet Climbed: 85,030 Calories Burned, 15.7 MPH Average Speed, 54.3 MPH Top Speed

When I started riding a year ago I had a couple of goals getting in shape and seeing the country, but I really had no idea of what to expect when I started riding in Astoria Or. ABB told us that the fantasy of riding a bicycle across the country and the reality were two different things...I now know what they meant. All of us grew as individuals, found new limits to our comfort zones, both physically and mentally, enduring beyond what we thought

Crossing America - Continued on pg. 10

Members Area on the Web Site

There is a new members only area on the Charles River Wheelmen web site. The idea is that this will be a portal for features available only to members. After you log in the first time, you will be remembered in your browser and will be able to access member only features on the site, such as:

- Review/change member information in the member database
- Print membership card for bike shop discounts
- Renew your membership
- Enter mileage
- Access current WheelPeople
- Access past issues of WheelPeople

To log in, press the "Members Only" button on the right of the menu on the home page (<http://crw.org>). You will be asked to provide your email address and zip code. Be sure to use the email address that you used when you joined or renewed your membership.

We are exploring other features and will be adding them in the future, so you should visit this page for updates. ☺

Recurring Rides



These rides are held every week unless indicated otherwise

Sunday South Shore Coastal Loop

Times and Routes: 7:30 AM Sharp. Rides of 39 and 52 miles.

Ride Type: Cue Sheet, Arrowed

Description: This ride combines shady, quiet roads with beautiful vistas along some of the most scenic coastline on the South Shore. You'll find that the effort to get up early enough to leave promptly at 7:30



will be paid back by having a great ride with little traffic, and you'll be home in time

to cook omelets for Sunday brunch! The SSCL will take place every week, weather permitting. The 39-mile loop includes Rockland, Hingham, Norwell, Scituate, and Cohasset with a coffee stop in Scituate Harbor. The 52-mile ride adds a loop to Pemberton Point in Hull, with its magnificent views of Boston Harbor from under the windmill! Set your alarm. You'll be happy you did.

See our [Facebook Page](#) for more details
Please check the website at 6:30 AM Sunday for any

last minute updates.

Links: Facebook Page(<http://www.facebook.com/SundayCoastalLoop>)

Leaders: Andy Brand(<mailto:abrand@alum.rpi.edu>), Bill O'Hara(<mailto:n1ey@comcast.net>, 781-236-3126)

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

Directions: Take 128 or 93 to Route 3 to Exit 14 (Rt. 228) in Rockland. Turn left at the end of the ramp, then left again at the first set of lights, and park in the Park'n'Ride lot. Space unlimited. Please check the website Saturday after 9:30 PM for last minute cancellations.

Note: The ride will start at 7:30.

Get Up 'N Go (Monday)



Times and Routes: 10:00 AM for 12-20 miles on mixed terrain, 12-15mph pace, some offroad

Ride Type: Follow the Leader

Description: Contact the leaders for details. Because all the rides take advantage of fire roads, bike paths, and easy off-road

trails to avoid traffic, serve as shortcuts, or just for the fun of it, hybrid or mountain bikes are the (highly!!) recommended equipment. Pre- registration required.

To sign up for the rides, email leader. Max. 16 riders per day.

Links: More Information(<http://www.getupngoventures.com/index.html>)

Leaders: Bob Evans, Lee Evans(<mailto:lee.evans675@gmail.com>)

Start: Location Varies.

Get Up 'N Go (Tuesday)



Times and Routes: 10:00 AM for 12-20 miles on mixed terrain, 10mph pace, some offroad

Ride Type: Follow the Leader

Description: Contact the leaders for details. Because all the rides take advantage of fire roads, bike paths, and easy off-road trails to avoid traffic, serve as shortcuts, or just for the fun of it, hybrid or mountain bikes are the (highly!!) recommended equip-

ment. Pre- registration required. To sign up for the rides, email leader. Max. 16 riders per day.

Links: More Information(<http://www.getupngoventures.com/index.html>)

Leaders: Bob Evans, Lee Evans(<mailto:lee.evans675@gmail.com>)

Start: Location Varies.

Wednesday Wheelers

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

Ride Type:

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.

Coordinator: Helen Greitzer(<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, e-mail Helen.

Note: Different leader each week, to become a leader contact Helen

Thursday Night Fun Ride

Times and Routes: 5:00 PM Start with 24, 29, and 34 Mile Routes

Ride Type: Cue Sheet, Arrowed

Description: The Thursday Night Fun Ride welcomes everyone. Weather permitting;

you will ride through the scenic countryside of the small towns of West Bridgewater, Bridgewater and Middleborough. We encourage groups of various speeds riding together and for the last group to wait for ones

separated to catch up. This ride will repeat Thursdays through the early fall. **Please bring your lights, and bright clothing is strongly recommended**

Leaders: Wayne

Douglas(<mailto:wdouglas5@comcast.net>, 508-245-5228), Kieran Fennell(<mailto:JBWESF@yahoo.com>, 508-846-6988)

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

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

Get Up 'N Go (Thursday)

Times and Routes: 10:00 AM for 12-20 miles on mixed terrain, 12-15mph pace, some offroad

Ride Type: Follow the Leader

Description: Contact the leaders for details.

Because all the rides take advantage of fire roads, bike paths, and

easy off-road trails to avoid traffic, serve as shortcuts, or just for the fun of it, hybrid or mountain bikes are the (highly!!)



recommended equipment. Pre- registration required. To sign up for the rides, email leader. Max. 16 riders per day.

Links: More Information(<http://www.getupngoventures.com/index.html>)

Leaders: Bob Evans, Lee Evans(<mailto:lee.evans675@gmail.com>)

Start: Location Varies.

Friday TGIF Unwinder

Times and Routes:

5:30pm, 18 or 24 mile

Ride Type: Cue Sheet, Map, Arrowed

Description: A club ride that provides some-thing for all

tastes. There is usually a fast group riding pacerline

(18mph+) while others tour at their own speed. The ride winds through the low traffic back roads in Concord, Carlisle, Acton

and Chelmsford. This ride is conducive to both the fitness rider and those out to enjoy the scenery. It is a great way to end the work week. There is always a group going out for dinner and/

or ice cream after the ride. Bring the fun (and bike lights as the ride time is seasonally adjusted for ~1.25 before sundown).



BEGINNERS WELCOME - No one will be left behind.

Leaders: Alan

Cooney(<mailto:alanc256@gmail.com>, 617-293-2244 after 5PM), Ed Glick(<mailto:edglick@alumni.neu.edu>, 978-319-8722 after 4PM), Paul

Hardin(<mailto:CRWGPSGuy@comcast.net>, 978-866-3040 after 5pm)

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

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

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

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“ From an airplane above an American city, the only human activity visible was the movement of cars. [...] From a closer view, the movement and noise of cars dominated the urban landscape. In human minds routes and the vehicles that connected them often seemed more compelling than the places the routes supposedly served [...] At any given moment, a vast part of the population was busy manufacturing or repairing cars, or servicing cars through highway and street work, gas stations, police forces and courts, licensing and taxing bodies, insurance companies, hospitals, morgues and mausoleums. Everything considered, the automobile consumed well over an eighth of all the productive capacity of the American economy [...] Drivers thought of their vehicles merely as convenient (though increasingly expensive) machines to convey them from place to place. But cars inevitably functioned also as parts of the biosphere. In each one, a powerful internal combustion engine turned over insatiably, gulping in several gallons of gas per hour, mixing it with large quantities of air, and expelling the polluted air exhausts, like one long, continuous, carcinogenic fart. So markedly did the voracious cars out-breathe humans that there was no particle of air in metropolitan areas that had not previously passed through the cylinders of at least one car, and bore in the noxious gases and particulates that it carried the traces of that passage.

”

Ernest Callenbach,
Ecotopia Emerging, p. 77-78



October in New England offers wonderful biking opportunities with country roads dotted with the bright colors of autumn.

Brake-for-Beavers Ride

Saturday - October 5

Times and Routes: 9:30 AM for options of 24, 48 and 61 miles

Ride Type: Cue Sheet, Map, Arrowed

Description: All routes offer a mix of suburban and rural riding, with terrain varying from gradual grades to downright hilly. The short ride hits the Towns of Chelmsford, Westford, Groton, Dunstable, and Tyngsborough. The medium ride adds a loop west and north into Pepperell and Hollis, NH. The long ride adds a scenic loop north of Hollis. Lunch on the long ride is 40 miles into the ride, but food/beverages are available at the 17-mile point.

Leaders: Kimberley Fitch (<mailto:peerprint@yahoo.com>, 781-354-4780), Bob Zogg (<mailto:bobzogg@>)

luxsci.net, 617-372-6469)

Start: Parker Middle School, 75 Graniteville Rd., Chelmsford, MA

Directions: CHECK WEBSITE FOR POSSIBLE CHANGE OF RIDE START. Take Rt. 3 North to Exit 32. Go straight at light to enter Drum Hill Rotary. Proceed around rotary to second exit onto Old Westford Rd. Go 0.2 mi., fork right onto Graniteville Rd. Go 0.6 mi., and turn into school (on right). Keep right and proceed to parking lot behind school.

Twenty Fifth Annual Gryzboska Circle Ride (NWCCW)

Sunday - October 6

Times and Routes: 10AM for 25 and 56 miles on rolling terrain.

Ride Type: Cue Sheet, Arrowed

Description: The short (S) ride meanders north west from Fram-

ingham through Southborough, Marlborough and Ashland. The long (L) ride adds Berlin and Boylston. Both rides are rolling. The lunch stop is in Southborough center for the short ride and Berlin the long ride. Both of the rides are on residential and rural roads with few traffic lights. Points of interest include the Sterns and Sudbury reservoirs, Callahan State Park, horse farms, the Oregon Club and Framingham Country Club. In good weather this ride has attracted 80 to 100 riders. Fall foliage should be near peak.

Leaders: Joe Repole (<mailto:joeecentury@aol.com>, 508-879-6340 Before 8 PM)

Start: Gryzboska Circle, 15 Gryzboska Circle, Framingham MA
Directions: From the Mass Pike take Exit 12 and Route 9 East to Temple St. (2nd traffic light). Right on Temple St. to end. (If traveling west on Route

9, take a left on Temple St. from the jug handle). Right at end onto Salem End Rd. First right is Gryzboska Circle. Park on Gryzboska Circle on the even numbered side of the circle (outside of the circle). The commuter rail leaves South Station at 7:40 AM and arrives in Framingham at 8:30 AM. You are encouraged to ride your bike to the start.

Cranberry Harvest Ride

Saturday - October 12

Times and Routes: 100 miles @ 8 AM; 65, 36, and 26 miles @ 10-10:30 AM (exact times TBD)

Ride Type: Cue Sheet, Follow the Leader, Arrowed, GPS

Description: A feast of rides to enjoy the peak of the cranberry harvest season. An opportunity to ride on roads that are not common for CRW and take in terrain so gorgeous that you might wonder how you have missed it. All options are full of cranberry bogs, lakes, farms, woods, and the flattest terrain in Massachusetts. Take it easy and

“smell the cranberries” or record your fastest ride this season.

The 26, 36, and, with luck, the 65 are arrowed. The 100 mile is not arrowed except where it overlaps the shorter rides, and is self supported, but will include relief and reprovisioning opportunities on the cue sheet.

Please note that the 65 diverges from the 26 and 36 mile rides at the start. You should decide which route to take before the ride commences. All rides are flat and scenic. There will be several ride leaders taking groups out at different speeds for each option.

Also, there will be a sprint challenge for those so inclined and who have GPS units or smart phones.

Routes, times, start location, and arrowing are works in progress. Check back in October for final detail.

Leaders: Eli Post (<mailto:elipost@comcast.net>, 617-306-1838), Bob Wolf (<mailto:robertgwolf@gmail.com>)

Start: Tentatively, Middleborough High School, 71 East Grove Street, Middleborough

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. — **HELMETS REQUIRED ON CRW RIDES.**

Directions: From I-93, take MA-24 south to I-495 South. Take exit 4 with a left off the ramp onto MA-105 North. Take a right on MA-28/East Grove Street at the light. The high school is 0.8 miles on the right. Turn right into the drive and park in the lot to your left. With no delays, the trip takes about 50 minutes to drive from the intersection of 128/95 and the Mass Pike.

Ride Information:

Cranberry 26 (<http://ridewithgps.com/routes/3286304>),
Cranberry 36 (<http://ridewithgps.com/routes/3121683>),
Cranberry Metric (<http://ridewithgps.com/routes/3121693>),
Cranberry Century (<http://ridewithgps.com/routes/3286331>)

Brake-for-Beavers Encore

Sunday - October 13

Times and Routes: 9:30 AM for options of 24, 48 and 61 miles

Ride Type: Cue Sheet, Map, Arrowed

Description: All routes offer a mix of suburban and rural riding, with terrain varying from gradual grades to downright hilly. The short ride hits the Towns of Chelmsford, Westford, Groton, Dunstable, and

Tyngsborough. The medium ride adds a loop west and north into Pepperell and Hollis, NH. The long ride adds a scenic loop north of Hollis. Lunch on the long ride is 40 miles into the ride, but food/beverages are available at the 17-mile point.

Leaders: Kimberley Fitch (<mailto:peerprint@yahoo.com>, 781-354-4780), Bob Zogg (<mailto:bobzogg@luxsci.net>, 617-372-6469)

Start: Parker Middle School, 75 Graniteville Rd., Chelmsford, MA
Directions: CHECK WEBSITE FOR POSSIBLE CHANGE OF RIDE START. Take Rt. 3 North to Exit 32. Go straight at light to enter Drum Hill Rotary. Proceed around rotary to second exit onto Old Westford Rd. Go 0.2 mi., fork right onto Graniteville Rd. Go 0.6 mi., and turn into school (on right). Keep right and proceed to parking lot behind school.

Hills are your Friends on Columbus Day Monday - October 14

Times and Routes: 9:30 for 47 miles and 10:00 for 20 or 34 miles

Ride Type: Cue Sheet, GPS

Description: This is a ride where you will see beautiful fall foliage and can make a lot of friends

especially when they are hills! There will be some on the medium ride and plenty on the long ride whereas the short ride is flat to rolling. The routes include some of the more scenic and delightful roads in the northeast. The longer rides visit the lovely hamlet of Hollis just over the New Hampshire border and stop at Monument Square for the Market. A few more hills have been added to the Long ride so you can take in the vista from Grand View Farm. There is no food stop on the short ride. All rides will pass by Filho's Cucina in Groton where a well deserved and sumptuous post-ride lunch can be enjoyed by all.

Leaders: Lindy King (<mailto:lindybikes@charter.net>, 978-448-0533 please call before 9PM)

Start: Groton-Dunstable Middle School, 344 Main St, Groton, MA

Directions: Take Route 495 to exit 31 and Route 119 for 7 miles to Groton Center. The middle school is just beyond the Shell station and will be on the right.

Ride Information: Groton 20 mile ride (Short) (<http://ridewithgps.com/routes/3222576>), Groton 34 mile ride (Medium) (<http://ridewithgps.com/routes/2793362>), Fall Groton 47 mile ride (Long) (<http://ridewithgps.com/routes/3259195>)

Hills of Greenville Saturday - October 19

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

Ride Type: Cue Sheet, Map

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

Leaders: Kimberley Fitch (<mailto:peerprint@yahoo.com>, 781-354-4780), Bob Zogg (<mailto:bobzogg@luxsci.net>, 617-372-6469)

Start: 344 Main St., Groton, MA

Directions: The ride begins at the Northeast corner of the Groton/Dunstable Regional Middle School, behind the school building. From Rt. 495, take exit 31 onto Rt. 119 West, toward Groton. Continue on 119 W for 7.3 miles, and the school is on your right.

Cuesheets: Hills of Greenville - Medium

Ride Information: 46 Mile (<http://ridewithgps.com/routes/379546>), 34 Mile (<http://ridewithgps.com/routes/379548>)

Bagels and a Witch

Sunday - October 20

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 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. Abraham's is in the same block where a 17th century woman named Elizabeth Morse lived who was convicted of witchcraft a dozen years before the Salem witch trials. Visit the plaque dedicated to her on the north side of the building.

An optional stop is at Tendercrop Farm on the long and medium rides. Feel free to visit the farm store for coffee and fresh local products!

Leaders: Melinda Lyon (<mailto:melindalyon123@yahoo.com>, 508-641-3956)

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 all the way

October Rides - *Cont. on pg. 6*

past school complex 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 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.

Cuesheets: Short Ride

Ride Information:

Long (<http://ridewithgps.com/routes/1790353>),

Medium (<http://ridewithgps.com/routes/1772579>)

Hillsborough County Ride

Saturday - October 26

Times and Routes: 10:00

am for 35 and 62 miles

Ride Type: Cue Sheet, Map

Description: This 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 (<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.

Cape Cod Ride

Saturday - October 26

Times and Routes: 10 AM

for 41, 49, or 61 miles

Ride Type: Cue Sheet, Map

Description: Gorgeous rides mostly on lightly traveled roads with views of Cape Cod Bay, Buzzards Bay, Nantucket and Vineyard Sounds, cranberry bogs, and salt ponds. The 61 mile ride goes north to Sandwich, along the Cape Cod canal, south through Bourne, North Falmouth, Woods Hole, and along Nantucket Sound. The 41 mile ride follows the long

ride to North Falmouth and the 49 mile follows the long ride to West Falmouth.

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

Start: Mashpee High School, 500 Old Barnstable Road, Mashpee

Directions: Via Bourne Bridge: Once over the bridge, continue around the circle to Rte 28 south. Go 7 miles to Rte 151 east (right off the exit ramp.) Go 5.5 miles to Old Barnstable Road (at light), turn right and then take the first left into Mashpee High School, and next left (deliveries sign) into parking lot. Via Sagamore Bridge: Once over the bridge, take exit 2 (Rte 130 south, Cotuit, Mashpee) and after 7.2 miles turn right onto Great Neck Road. One mile further turn right onto Lowell Road. Lowell Road becomes Old Barnstable Road and after 1.9 miles crosses Rte 151 at a light. Turn left into Mashpee High School just after the light and take the next left (deliveries sign) into parking lot.

Rosy Cheeks Ride

Sunday - October 27

Times and Routes: 9:30

AM for 30 or 45 miles

Ride Type: Cue Sheet, Arrowed

Description: Late season ride through quiet, scenic, well-loved roads. The short ride goes through Sudbury, Hudson, Stow, and Acton. The long ride adds Bolton, and the hills of Harvard and Littleton. Join us after the ride for a party at our house with homemade soups, bread, cookies and cider.

Leaders: Connie Farb (<mailto:chfarb@yahoo.com>, 978-443-4993), Mark Sevier (mailto:m_sev@yahoo.com, 978-443-4993)

Start: Fairbank Senior Center parking lot, 40 Fairbank Rd, Sudbury

Directions: From Rte. 128, take Route 20 West through Weston and Wayland to the light at the intersection with Rtes. 126/27. Turn right onto 126/27 and continue straight to stay on Rte. 27. Follow Rte. 27 about 3 miles into the town of Sudbury (traffic light). Continue straight on Hudson Road as Rte. 27 bears off to the right. Go another 1.5 miles and turn right onto Fairbank Rd. Continue past the first parking lot and the building and turn into the lot AFTER it.

Cuesheets: Rosy Cheeks

Ride Information:

30 mile route (<http://ridewithgps.com/routes/1068255>),

45 mile route (<http://ridewithgps.com/routes/1068256>)

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

CRW on Twitter

So, the club had decided to get social, which seems all the rage today. We started a while ago with our Facebook page (<https://www.facebook.com/crw1966>), and now we've taken it one step further with a Twitter account. Right now we've mostly used it to announce impromptu rides in the winter when the weather looks to be good. After that, who knows? Follow us at @CRWwheelmen to find out. ☺



by John Springfield



Mt. Greylock and the Old Gray Man

By John Springfield

When does one officially get old? 65? In August I realized that I only had one more month of being 64. So I decided to try to bike up Mt. Greylock. After all, if I don't make the 10 miles to the 3400 foot summit, I could always turn around and coast down.

Okay, I needed a plan... First, a small 30-mile shakedown ride around (and over the back of) October Mountain. October Mountain is just east of Lenox, Massachusetts. It looked challenging enough. The back part of the mountain

had a "mountain road" that peaked near the Appalachian Trail crossing. If all went well, the second day would involve a 60-mile loop that went to the top of Mt. Greylock.

Day one found me in my lowest gear grunting up October Mountain. But, hey, I made it. It was probably 2 miles of climbing.

Day two was another story. I headed north from Lenox on relatively flat Route 7. After an hour I spied the turnoff sign to Mt. Greylock. Up I went, taking my



time, trying not to strain anything. After a mile or so, I came to the visitor center. A sign said it was 8 miles to the summit. The road got steeper. I was down to my lowest gear. At times barely maintaining 3 m.p.h. But slowly I climbed higher and higher. The temperature dropped into the 50's. And then, the unexpected happened: it started to rain. At times quite heavy, then lighter, then heavy again. The forecast said it wasn't supposed to rain until the afternoon. It was 9:30 a.m.

The good news is that there was hardly any traffic. Just me, the road, the woods, and the rain. One section seemed to "level out" a wee bit. I was up to 6 m.p.h.

Where is the top? No signs until a cutoff to a campground, about 2 miles to the top. Would I make it? The legs were okay. The heart was okay. But sometimes the lungs seemed to work a little too hard.

Then came the fog. I must be near the top, I hoped. Silently I crept forward. Then a break... Was that sky at the top of the hill? Cranking, cranking, forward

into the abyss. Will I evaporate into the clouds?

One more turn, and there was the tower on the summit.... I think this is it... And then the summit sign... I had made it! Only a few other souls were up on the top... The clouds were thick... Was I really here?

I took a few pictures, bought a muffin at the summit lodge, and then headed down the other side of the mountain. Down, down, leaving the fog behind. Down, down, around the hairpin curves. Down, down, until my hands hurt from the constantly braking.

And then it was over. I entered North Adams, and headed south toward Lenox. The mountain was now on my right, looking higher than ever. Would I ever be able to do this again? I looked up at the mountain, winked, and together we sighed.

For photos: <http://www.crazyguyonabike.com/doc/Greylock2013>

Safety Corner - Continued from page 1

pavement cuts that indicate the locations of the detector wires, the signal probably would have changed.

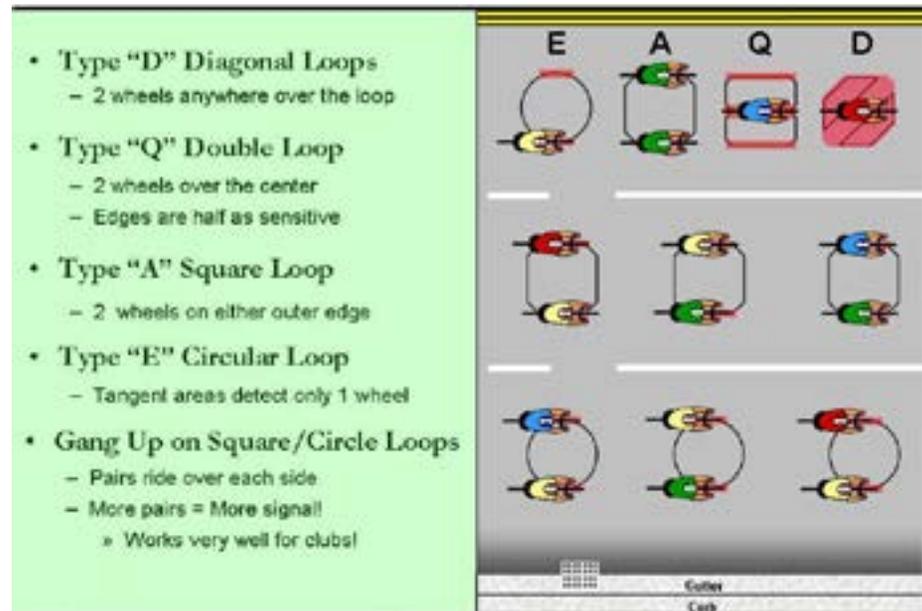
A motorist was waiting behind the bicyclists, but too far back to trigger the signal actuator. The motorist appeared to be staying out of the way of the group of waiting bicyclists -- and waited through an entire extra light cycle. Perhaps the motorist was trying to be considerate. On the other hand, the motorist could have resolved the situation without anyone's running the light, by pulling forward over the detector -- but he or she probably didn't know that. After the first group of bicyclists left, I motioned to the motorist to pull forward, and the light did change, allowing the remaining bicyclists to proceed on a green signal.

The most effective time for a teachable moment about signal detectors isn't while waiting in a group of bicyclists who are arriving at random. My failed attempt in the video demonstrates that well enough. Even more so for a motorist, who is out of earshot inside a vehicle. So, what can you do to help?

1. Alert ride leaders to the problem spots on our major rides, so ride leaders can mention problem spots during pre-ride talks.
2. Spread the knowledge of how to trigger signal actuators during discussions with fellow cyclists
3. Develop a culture of orderly assembly when queuing at intersections. This includes not only avoiding dumb moves like the close passes of a moving motor vehicle shown in the video, but also forming neat double



Location of traffic-signal actuator loops at the left-turn from Route 140 to Route 70 on the Climb to the Clouds ride. The pavement cuts were visible. If enough cyclists lined up over the wires, the light would probably change. Screen shot from John Allen's video; artwork by Bob Shanteau.



Where to wait to trigger wire-loop actuators. Image kindly provided by Dan Gutierrez, www.DualChase.com. Usually a "type Q" (quadrupole, 3-line) loop is indicated by a pavement marking. If no cuts are visible and there is no pavement marking indicating where to wait, try waiting $\frac{1}{4}$ and $\frac{3}{4}$ of the way across the lane.

lines over the wires of the metal detector loops. An orderly group also might encourage motorists to feel more comfortable in pulling forward to help trip signal actuators.

A final point about neatness. Note the motorcyclists in the video. Both bicyclists and motorcyclists have problems with public image, but the motorcyclists in the video were doing a fine job of dispelling their image problem. Even if a non-functional detector forces a left turn on red, orderly appearance conveys a more positive message than the ragged group of bicyclists in the video.

Your thoughts? Please email me at jsallen@alum.mit.edu. ☺



Marking indicating to wait at the middle of the lane in newer, quadrupole installations.

Photo: Jack Donohue



Al Bolea Memorial Ride (Rita Cramer and Harry Manasewich)



Honey Pot Orchard Ride (Julie and Brian Sullivan)



Photos: Eli Post



Photo: Jack Donohue

Cranberry Metric (Bob Wolf)

After-Ride Parties

We've made an extra effort to promote after-ride parties as they are win-win for all. Riders get to refresh with food and drink at the end of the ride as well as socialize, and the Club creates good will. Very often we recruit new members at these events, and we always take the opportunity to remind existing members to volunteer. The photos here are from rides over a three week period, and we are giving ourselves a pat on the back for a successful mission. Look for the next planned after-ride, and join the happy faces. ⚙️

Photo: Eli Post



Border Run Ride (Wes and Linda DeNering)

Photos: Eli Post



Nova Belgica-Sudbury Hills and River (Chris Berg)



Photo: Jack Donohue



Apple Pi (Jack Donohue)

Photo: Bruce Kalow



Labor Day Ride (Jack Donohue and Susan Grieb)

Crossing America - Continued from page 1

possible as we each faced the challenges of the ride.

Riding a bicycle across the US is quite a personal accomplishment, but there's more to it than that. I like to say there's no better way to see the country than from the seat of a bicycle. You see so much more than driving a car, especially since most of us drive on boring interstates. From a bicycle, you see more but you also absorb the country...you smell the fragrances of the early morning as you pedal across the countryside, you hear the sounds of nature, you talk with many good people from many areas of this beautiful country and walks of life, you endure every emotion depending on which way the wind is blowing that day, you stand in awe at the vastness of the west, you feel every subtle change in terrain, and you get stronger physically and emotionally everyday as you pedal your bike through every imaginable situation mother nature and man can throw at you. What can I say except there's nothing like it and for those who have the will and drive to experience it, you will find themselves changed forever for the better.

The best part of the ride was not the fact I reached my destination, but rather it was the journey. It was the experiences I had along the way and the relationships I developed with people I met along the way and with their new cycling family. Another example may be seeing the magnificent Grand Teton and realizing just how insignificant we all are in the grand scheme of things...a mere speck on the million year time line it took for it to develop. Plus, it will be there



eons after we all are gone. Or it may be seeing the vast, rugged country our forefathers crossed with covered wagon to start new lives on the west coast and in some small sense trying to realize what may have driven them to give up all that was safe and familiar to face the unknown dangers that lay ahead. There were thousands of examples just like this all along the way...and while riding a bike you have time to pay attention to things well outside our normal sphere of influence.

I hope you have enjoyed following me across the country. I have gotten tons of feedback about the journal and I appreciate those who let me know they were following. I hope you are blessed with good fortune and if you are a rider, you

will be able to experience the adventure. I want to give a special thank-you to my loving and understanding wife, Debbie!

Daily Blog with Pictures:
<http://ggbiketrip.blogspot.com>

To see a map of my trip:
<https://spotwalla.com/tripViewer.php?id=6e4751b208fb607e8> 🗺





by Jack Donohue

Sometimes technology is your friend, sometimes it is a tool of the devil. I decided to do the Wednesday Wheeler ride out of Weston. Riding to Weston would cut into my coffee in bed with Mrs. D. time since I'd have to leave in the vicinity of 8:30-8:45. But then I looked at the route and it seemed I could lay in wait for them at around mile five, the intersection of 117 and 126. If I got there early, I could just ride down Tower Road which is where they would be coming from. So I got to the intersection with plenty of time, around 10. They should be starting now, and had five miles to get to where I was. Waited a bit and decided to ride down Tower Road. Got all the way to the end, still no Wheelers.

Since I had the route on my GPS I could go still further toward the start in Weston center. Made the turn and realized I was at the Champion Center, which is at the top of a big hill. No way I was going down the hill just to turn around and come back up, so I waited there. Time passed, it was after 10:30, still no Wheelers. How could I have missed them? Then I remembered the RideWithGPS route had the word "clockwise" in

the title and it dawned on me there were two directions they could take. I had downloaded the route, but I realized it was the same as a Ken ride I'd done in the winter, so I figured I'd just use that instead of creating yet another file. But what if Ken's route went in a different direction? So, now I was sure this was the case and the Wheelers were long gone, so I headed out in the opposite direction to what I had thought originally. I didn't think there was much chance of my catching them, since they were going at a "spirited" pace, but if someone had a mechanical, or they stopped for some reason, maybe. That thought was dashed when a bit later I ran into them coming from the opposite direction! So, my initial take on the route was right, but how did I miss them? I thought about turning around and joining them, but that seemed silly to backtrack on the route I just came from, so I soldiered on alone.

Everything seemed to be going well until I got to an intersection where the route went in every direction. Now you have to realize I have no sense of direction. That is why I viewed the GPS as a

Everything seemed to be going well until I got to an intersection where the route went in every direction.

wonderful invention. All I needed to do was follow the little purple lines, and life would be good. But the downside of it was that my world was confined to a little 2" screen. I could see quite clearly where I was but as far as the rest of the world, I could have been in darkest Africa. Sure, you can zoom out, which

gives you a squiggly picture of the route and maybe a town name or two, not much good. Scrolling is also an option, but that's not actu-

ally too helpful. But as long as I stay on the purple line, I'm good. The problem at this juncture was which purple line. As I was pondering this, the Wheelers passed again! This really confused me. This time I was heading in a direction orthogonal to them, which I thought was right, that is to say wrong, but consistent. I figured I could turn around and follow them, at least I could get back to Weston. By this time they were long gone, but I headed in their direction.

I thought I was OK until I got to an "Entering Stow" sign. I'd already been in Stow much earlier and this was like *deja vu* all over again. Especially since I

started passing things I knew I'd passed before. I thought I was in an infinite loop, as we programmers say.

So I took the coward's way out. I found a waypoint I'd entered for home and told the GPS to take me home, and it nicely obliged. Finally got to route 62, now I knew where I was. This was a sure thing, could take that all the way home, although a somewhat ugly route. But then I saw an arrow I knew was Richard Vignoni's "Lisa Simpson Ride." I knew that his ride started at Concord-Carlisle high school, I could find my way home from there. So, I turned off 62, following those arrows. My GPS was able to deal with this by recalculating the route, and when the two agreed, I was pretty confident. I had wanted to get back to 126, go by Walden Pond back to Concord, but in the end I lost my nerve and let the GPS take me back via West Acton and West Concord. That was another sure thing, and actually the shortest way home, so all ended well, though the Wheelers and I were more like ships passing in the night than riding companions. ☺

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

NewMembers

Bonnie Adams	Shirley	Eric McNamara	Nashua, NH
Peter Barkan	Chestnut Hill	Don Metz	Arlington
Hillary Benson	Haverhill	Jonathan & Elisabeth Minko	Boston
Eric Bielke	Chelsea	Judy Morgan	Bedford
Joseph Borkowski	Somerville	Marco Munoz	Brookline
Gary Braver	Newton Center	Kristen Murray	Brookline
Darlene Calcagno	Hanover	Alex Nelson	Belmont
Edward Cheng	Lexington	Michael Nislick	Quincy
Ginam Cho	Newton Center	Richard O'Neal	Newton
Matt Ciaschini	Cambridge	John & Tita Petrino	Litchfield, NH
Gregory Cloutier	East Weymouth	James Pigeon	Lincoln
Ruth Cope	Jamaica Plain	Mark Polin	Watertown
Charles Dane	Natick	Nancy Rappaport	Cambridge
Devon DiPaolo	Boston	Andres Rodriguez	Boston
Greg DiSanto	Groton	Jim Schmidt	Acton
Marc Fogel	Newton Center	Gregg Solomon	Brookline
Donna Frankel	Brookline	Susan Stafford	Concord
Ellen Freeman Roth	Weston	Cathy & Brian Stanton	Walpole
Mark Gallagher	North Chelmsford	Sunny Stastny	Roslindale
John Graves	Marshfield	David Tannheimer	
Ken Guyette	Walpole	Kevin Teves	Boylston
Matt Heidtman	Brighton	Andrew Wheeler	Bridgewater
Hozz Hosman	Salem	Laura Wolfe	Newtonville
Damian LaPlaca	Boston	Charles Wu	Allston
Lucia Madariaga	Boston		
Darlene Matthews	Somerville		

Q.U.O.T.E “ The advantages? Exercise, no parking problems, gas prices, it’s fun. An automobile is expensive. You have to find a place to park and it’s not fun. So why not ride a bicycle? I recommend it. ”

Stephen G. Breyer, U.S. Supreme Court Justice when asked why he rides a bike.

AugustMileage

190823

Name	Miles	M	C	K	Name	Miles	M	C	K
Pamela Blalock	8907	8	7	5	Bernhard Paul	1799	3	-	-
Jack Donohue	7342	-	-	3	Mark Druy	1739	3	1	-
Gardner Gray	7022	5	3	3	Jean Orser	1590	4	2	-
Mike Kerrigan	6754	6	5	2	Mike Hanauer	1535	-	-	-
Martin Estner	5261	1	-	-	Joe Parslow	1504	-	-	-
David Cooper	5235	8	4	1	James Hill	1468	-	-	-
Don Fraser	5113	-	-	-	Gary Smiley	1465	1	-	-
Richard Taylor	4980	8	8	1	Gabor Demjen	1450	2	-	-
Marc Baskin	4872	8	4	-	Darrell Katz	1447	-	-	-
Irving Kurki	4755	5	3	-	Adam Auster	1411	-	-	-
Douglas Cohen	4733	2	-	-	Peter Tzanetos	1358	3	-	-
Cynthia Zabin	4602	-	-	-	A J Gemperline	1311	2	-	-
Darren Garnier	4484	7	4	-	Ed Foster	1254	1	-	-
John Springfield	4037	-	7	1	John Allen	1253	-	-	-
Erik Husby	3842	-	-	-	Ed Hoffer	1191	-	-	-
Clyde Kessel	3812	8	1	-	Jeffery Luxenberg	1101	-	-	-
Steve Robins	3638	-	-	-	Pete Knox	1005	-	-	-
Eric Sansone	3544	5	-	1	Scott Tyler	961	-	-	-
David Wean	3470	5	-	-	Elaine Stansfield	901	-	-	-
Don Mitchell	3403	2	-	-	John Pacheco	867	-	-	-
Ken Hابلow	3329	5	-	-	Marc Webb	850	-	-	-
Brett Serkez	3233	5	1	-	Susan Grieb	782	-	-	-
Fred Newton	2981	-	-	-	Keith Smith	709	-	-	-
Joe Repole	2979	8	8	-	Ari Davidow	557	-	-	-
Alan Cantor	2939	5	4	-	John Kane	501	-	-	-
Jeff Dieffenbach	2899	6	3	-	Greg Tutunjian	483	-	-	-
Carlo Innocenti	2878	3	-	-	Leon Bablouzian	222	-	-	-
Joe & Kathy Marino	2818	5	4	-					
Cynthia Snow	2769	2	-	-					
Frank Aronson	2580	5	3	-					
Bruce Ingle	2484	-	-	-					
Walter Frank	2443	1	-	-					
Rudge McKenney	2424	3	-	-					
Andy Brand	2414	3	-	-					
Joseph Moore	2381	2	-	-					
Dawn Michelle	2326	-	2	-					
Lisa Weissmann	2278	2	1	-					
Harry Wolf	2249	-	-	-					
Joseph Tavilla	2203	-	-	-					
Marc Cohen	2069	5	-	-					
Bill Hanson	2067	-	-	-					
Henry Marcy	1918	1	-	-					
Bruce Larson	1835	2	1	-					
Steven Roberge	1807	1	1	-					

Mileage Table Explained
 Miles are year-to-date totals. The M column indicates the number of months the rider reported completing a metric century. The C column shows the number of months with a hundred mile century, and the K column is the number of months with 1000 or more miles.
 Report mileage by the 3rd of each month on the website at <http://crw.org/mileage/mileage.htm> or email mileage@crw.org or call 781-275-3991



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 -
26 Fox Run Road
Bedford, MA 01730

Editorial Policy

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

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

Articles and other materials which appear in WheelPeople, unless specifically identified as editorial policy, represent the opinion of the author, and do not

represent the opinions of the editors, coordinators, officers, or board of directors of The Charles River Wheelmen, Inc.

How To Send Us Your Article

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

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

sion 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.

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If ride leaders or others have questions about insurance, contact Ken Hablow at 781-257-5268. Please do not contact the insurance company.

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	Chris Tweed	781-830-1368	
Wednesday Wheelers	Helen Greitzer	508-878-6988	
Wednesday Ice Cream Ride	Gabor Demjen	781-444-4508	
	Roger Bonomi	617-686-4073	
	Rudge McKenney	617-332-6242	
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Thursday Night Fun Ride	Wayne Douglas	508-245-5228	
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	Ed Glick	978-250-1883	
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BikeShops

These fine bike shops offer discounts to CRW members

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145 Elm St., Somerville..... 617-776-2100

Adi's Bike World

231 Grove Street, West Roxbury..... 617-325-2453

ATA Cycles

93 Thoreau St., Concord 978-369-5960

Back Bay Bicycles

362 Commonwealth Avenue, Boston..... 617-247-2336

Belmont Wheelworks

480 Trapelo Rd., Belmont 617-489-3577

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 Avenue, Cambridge..... 617-876-6555

Centre Ski and Bike

1239 Washington Street, West Newton 617-332-0300

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

66 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

1574 Washington Street, 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

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Landry's Bicycles

1210 Boston Providence Trnkp (Rte 1), Norwood781-440-0310

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

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