

WheelPeople

Newsletter of the Charles River Wheelmen



November Highlights

CRW Holiday Party.....	1	New Members.....	6
Election Candidate Statements.....	1	Little Jack's Corner.....	7
Timing is Everything.....	1	September Mileage.....	8
Recurring Rides.....	3	Club Officers & Coordinators.....	9
November Rides.....	3	Bike Shops.....	10
Safety Corner.....	6		

On the roads of New England since 1966

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CRW Holiday Party

Friday, December 5, 2014

Start your holiday celebration off early with the popular CRW holiday party, which will once again be held at the Bedford Old Town Hall. It will combine good food, drink, all in the company of your biking friends. We will also award our deserving volunteers.

The party is brought to you by our Social Committee, and Helen Greitzer will once again be heading the party volunteers. If you'd like to help out with this fun event, contact Helen, helengreitzer@hotmail.com. Volunteers can attend the party at no charge.

You can sign up for the party by going to this web page:

<http://crw.org/event.php?event=holidayparty>

This is a CRW members only event with limited attendance, so sign up early. ☺

Board Election Candidate Statements

Below are the statements from the candidates for the three open board positions, three year terms starting in January. In addition, two unexpired terms ending December 2015 will be filled.

MIKE BYRNE

It's been an honor and a pleasure to serve on the CRW Board over the past three years, and to work with the other Board members in addressing issues relating to the growth, development, governance and on-going success of the club and its programs. CRW is a great organization and group, but fine tuning will make it even better. I am running for reelection with the hopes that I can continue to contribute to that fine tuning and long term success of CRW. I believe my 40 some years experience as a CPA, auditor, Controller and CFO, along with my intuition and questioning nature, provide me with tools that are of value to the CRW Board.

CONNIE FARB

I have been a member of CRW since 1997 and have volunteered for the club during much of that time. I was a board member for 5 years and have been VP of Rides and century chair. For the last couple of years, I have been the Fall century coordinator. In the last few years, the board has decided to raise fees on centuries and to use the increased proceeds for advocacy and charitable donations. I would like to participate in making the decisions around this policy and I am also interested in helping in the effort to recruit younger members.

BERNIE FLYNN

I have always looked for ways to contribute to communities of which I was a part. I have often participated on boards and committees in support of non profit organizations. I started Trident Booksellers and Cafe in 1984 and continue to run a successful business. I have experience with marketing, finance, and operations. I participate in CRW activities regularly and would like to use my experience and energy to help lead the club into a more

Election Statements - *Continued on page 2*

Timing is Everything

by Connie Farb

CRW has had tremendously good luck with our centuries in the past few years, having had a string of them with perfect weather. Our luck was bound to run out at some point and it partially did for the Fall century. It wasn't a bad day in the end but we got heavy rain at a crucial time: in the early morning when riders are getting up and need to decide whether to get out of bed, drive out to Littleton and ride. Unfortunately, about half of the registered riders decided not to. The 150 or so who did ride may have gotten a bit wet in the morning, but by 9 AM, the sun was poking through the clouds and it was warming up. The rest of the day was warm and muggy but the rain was mostly (although not entirely) done and the cloud cover kept it from getting too hot. All of the riders, including the hearty ones who rode the full 100, came back smiling, despite the rain - and the hills!

Fall Century - *Continued on page 2*



Election Statements - *Continued from page 1*
bike friendly future.

In the last few years I have been participating in various discussions with CRW members about ideas related to the Club's mission.

1. Safety issues and Advocacy
2. Bike communities and future generations of membership and volunteers,
3. Use and development of club resources

As the largest cycling Club in the Boston Metropolitan area we members regularly find ourselves personally and collectively faced with the dangers of cycling on our communities' roads. Attitudes and laws about cycling need improvement. Evidence from Europe and other cities (e.g., Portland OR and Boulder CO) in the US show that the best way to improve safety is to increase the use of bicycles. I would like to explore ways the club could help our group and others get more bikes on the road.

CRW is a great success because it provides wonderful rides organized and led by dedicated people who love to ride. As a Board member I would always support the rides as the main focus of the club.

Thanks for your consideration.

FRANK HUBBARD

The success of CRW has come from its members' dedication to staying healthy by keeping active and their willingness to support new riders and to serve as volunteers to make rides available. As a board member, I would have particular interests in facilitating development of new rides or resurrection of forgotten rides. I would also support ef-

forts to promote awareness of the health benefits of cycling and cycling safety.

STANLEY KAY

For the past 12 months I have served as a director for the remaining term of a director who resigned. I had volunteered for that position because I was looking for an opportunity to support the club's mission of providing structured, safe and enjoyable cycling rides. Although I had previously volunteered to support some of the century rides, I hoped that I could provide a more substantive and sustained support through Board service.

I have not been disappointed in my expectations. My Board service has given me an opportunity to participate in the governance of the club and shape the policies and programs for its membership. It has also given me the opportunity to work with some dedicated and knowledgeable Board members from whom I have gained considerable insights about cycling and governance. Those experiences have been very rewarding for me, and I would look forward to an opportunity to continue my service if I am elected to another term.

ERIK SOBEL

I joined the CRW around the turn of the century. Over the years I have benefited greatly from the club's weekly fitness rides, non-recurring rides and all three centuries and I am seeking an opportunity to give back to the club by volunteering for the board. I recently took on the task of porting the message board from Yahoo to Google Groups. I hope the transition has led to more members being able to join in on the ongoing conversations. This experience

whetted my appetite to do more. As a technology enthusiast I am particularly interested in making better use of the web, social networks, gps and other new technologies to help coordinate rides, organize events, improve safety, and increase cycling advocacy. My other cycling related interests include local cycling history, bbq and home espresso roasting.

All CRW members can vote for up to three candidates (family memberships have two votes). You can vote online by going to this page:

<http://crw.org/election.php>

You can vote any time from Wednesday, October 15 until Saturday, November 15. Votes after November 15 will not be counted. ☺

Fall Century - *Continued from page 1*

Riders were greeted at the end of the ride by the smell of hot dogs on the grill and other snacks, and by the cheerful crew of volunteer grillers. The hot dogs seemed to be a success.

With so few riders, we sent several volunteers home and had just a skeleton crew at the water stops. One couple who had volunteered for water stop duty was grateful for the unexpected time at home since they are preparing for a long trip to India. This made me think about how much our volunteers give to the club. Even with a busy life and little free time, CRW volunteers are willing to donate a whole day to making our events happen and they do it cheerfully.

All of the volunteers deserve our appreciation. Many have been contributing for years, decades even, for example Rosalie Blum at the checkin table, Jack Donohue who does endless work on the web site and Ken Hablow who leads the arrowing crew and does a myriad of other tasks such as getting permits, printing cue sheets, and arranging the police details. But one hero of our centuries is Bill Haynes, who is our "transportation" man. Bill's work starts before the century when he fills dozens of water jugs with water and then loads those heavy beasts into his large van, along with a garage-full of other CRW gear -- heavy tables, shade tents, Gatorade jugs, and many cartons of things like plates, trash bags and so on. I'm sure this is many hours work for Bill. On the day of the century he is up early to deliver all of this to the ride start. He then drives to one or more water stops to deliver gear, drives home and then drives back at the end

Fall Century - *Continued on page 8*

Recurring Rides



These rides are held every week unless indicated otherwise

Wednesday Wheelers

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

Ride Type: Follow the Leader

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. ☺



CARRY ID WHEN CYCLING, PLUS INSURANCE AND EMERGENCY CONTACT INFORMATION

November Rides



Linda's Birthday ride

Saturday - November 1

Times and Routes: 9:30 for 39 or 60 miles

Ride Type: GPS

Description: The route covers towns in the south that appear infrequently in the CRW calendar. We take mostly quiet roads in Medfield, Norwood, Sharon, Mansfield, Foxboro, and Walpole. The long ride adds Norton and Attleboro. Highlights of the ride include several notable ponds: Jewells, Pettee, Willett, Bird, Sawmill, Chartley, Fulton, Kingman. Whitville, Beaumont, Vandys, Crackrock, Plimpton, and Cobbs. If the weather is unusually warm, bring a towel since we will be stopping at the beach on Lake Massapoag for a swim. The ride is designed for tandem bicycles since the ride is flat and has only one long gradual climb. We will celebrate Linda's birthday

with a cake and coffee at the [Blue Moon Bagel Cafe](#) at the end of the ride. This year is special because it is Linda's actual birthday and not just close to it.

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

Start: Blue Moon Bagel Cafe, Route 109, 236 Main St. Medfield, MA

Directions: From Rte. 128, take Rte. 109 West to the [Blue Moon Bagel Cafe](#). Please park away from the stores and use the spaces near Route 109.

Ride Information: Long ride (<http://ridewithgps.com/routes/3352058>), Short ride (<http://ridewithgps.com/routes/3352504>)

Rosy Cheeks Ride

Sunday - November 2

Times and Routes: 10:00 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. Possible post-ride party at leaders' house; check web site for details.

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

November Rides - Cont. on page. 4

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. — **Helmets required on all CRW rides.**

Please be sure to check the [website](#) for last minute changes including weather related cancellations.

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>)

Nine Mile Loop Saturday - November 8

Times and Routes: 10:00 am for 9, 18, 27, 36 or 45 miles

Ride Type: Cue Sheet, Map, Arrowed

Description: This nine mile ride was inspired by Fred Kresse who has a traditional birthday ride with route miles equal to his age. He had many friends riding different segments and to accommodate all, he came up with the nine mile loop on his 81st birthday so one can do any length they wish. This nine-mile loop is pretty enough so you will be tempted to do it multiple times. After be our guest for coffee and pastries at the shop by the parking area. Details at ride start.

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

Start: 17 Dedham Street, Dover
Directions: Route 95/128 to Exit 16 (Rt. 109 - High St.) West on

Rt 109 0.6 mi to Summer St. (traffic light) Right on Summer St. 1.2 mi to T intersection Left on Westfield St. 0.8 to T Intersection Left on Dedham St. 2.7 mi to parking lot on the right.

Ride Information: Loop (<http://ridewithgps.com/routes/5788630>)

Natick Surprise Sunday - November 9

Times and Routes: 10:00 AM for 24, 36 and 48 miles

Ride Type: Cue Sheet, Arrowed, GPS

Description: These new routes are on streets usually not encountered on club rides. The medium ride heads south to Sherborn and Dover, while the long ride goes further east.

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

Start: Memorial Elementary School. 107 Eliot Street, Natick
Directions: From Rt 128 take Exit 21 Rt 16 West. Travel 5.5 miles on Rt. 16. The School is in South Natick (0.5 miles past the S. Natick traffic light) on your right.

Ride Information: 24 mile route (<http://ridewithgps.com/routes/3628410>), 36 mile route (<http://ridewithgps.com/routes/3627858>), 48 mile route (<http://ridewithgps.com/routes/3640834>)

Bagels and a Witch Saturday - November 15

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. She 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 past high

school and park in lot at the far end of the school complex.

Note: There will be no arrowing done in the town of Boxford due to a recent request from the town selectmen. This involves the first 6 miles of the ride.

Please download a cue sheet in advance or make sure to get a cue sheet at the ride start.

Cuesheets: [Short Ride](#)

Ride Information: Long (<http://ridewithgps.com/routes/1790353>), Medium (<http://ridewithgps.com/routes/1772579>)

Ride to Redemption Sunday - November 16

Times and Routes: 10:00 a.m. Long Ride, 10:00 a.m. Short

Ride Type: Cue Sheet, Arrowed, GPS

Description: The long ride starts in Southborough, MA and works its way southwest through Hopkinton, Upton Mendon, Whitinsville and on to Sutton where it passes by the Purgatory Chasm State Reservation area. At about mile 16 there is a busy intersection with lights in Whitinsville. There is a Hess gas station/store where you can stock up and recharge before tackling the climb up into Sutton and Purgatory Chasm. The ride returns back through Sutton, Grafton, Upton and Hopkinton to Southborough. The long

ride is now only 41 miles with about 2400 feet of climbing.

The short ride follows the same route at the start as the long ride but turns off at about mile 14. This distance for this ride is just under 28 miles and has about 1600 feet of climbing

Both rides take you on Mechanic Street and Glen Ave, which are probably some of the most scenic roads you will ride in this small corner of New England. You might even see an alpaca or two plus some sheep. Both rides have some challenging hills. So bring your climbing legs. The scenery is worth it. If you rode this route earlier in the year, don't be afraid. It has been revised, the routes are shorter and there is less climbing. You will also appreciate the fact that a lot of the roads have recently been repaved.

Rain cancels. Call A. J. Gemperline at 508-881-6676 before 9 p.m. the night before the ride. No morning calls on day of the ride. Check website for cancellation. I will try to have cancellation notice up NLT 7 a.m.

This ride has arrows as well as GPS. There will be a limited amount of cue sheets at the start.

Leaders: A J Gemperline (<mailto:ajgemperline@gmail.com>, 508-881-6676 before 9PM)

Start: Mary Finn School Southborough, MA (Rich-

November Rides - Cont. on page. 5

ards & Parkerville Roads)

Directions: From Boston/128 Get off Mass Pike at exit 12 (Rt 9) or take Rt 9 west to Rt 85 in Southborough. Take Rt 85 South. There will be two traffic lights. (After the first light there is a shopping plaza on your left that has a Dunkin Donuts and a Convenience Store.) At the second light (Richards Road) take a right and continue on that road until you see the Mary Finn School on your left at a T intersection. If you are coming from 495 take Route 9 east to Route 85 and follow the directions above. The MBTA does run commuter rail service to Southborough. Once you get off the train take a left at the light onto Southville Road and in approximately a mile turn right on to Parkerville road up to the school. (There is a general store at the MBTA station).

Cuesheets: [short](#)

Ride Information:

Long (<http://ridewithgps.com/routes/5424426>),
Short (<http://ridewithgps.com/routes/6107897>)

Natick Surprise Saturday - November 22

Times and Routes: 10:00 AM for 24, 36 and 48 miles

Ride Type: Cue Sheet, Arrowed, GPS

Description: These new routes are on streets usually not encountered on club rides. The medium ride heads south to Sherborn and Dover, while the long ride goes further east.

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

Start: Memorial Elementary School. 107 Eliot Street, Natick
Directions: From Rt 128 take Exit 21 Rt 16 West. Travel 5.5 miles on Rt. 16. The School is in South Natick (0.5 miles past the S. Natick traffic light) on your right.

Ride Information:
24 mile route (<http://ridewithgps.com/routes/3628410>),
36 mile route (<http://ridewithgps.com/routes/3627858>),
48 mile route (<http://ridewithgps.com/routes/3640834>)

Rally 'Round the Farm Redux Sunday - November 23

Times and Routes: 9:30 for 66 or 51 miles; 10:00 for 29 miles

Ride Type: Cue Sheet, Arrowed, GPS

Description: Starting at Verrill Farm in Concord, MA these routes follow the recent AMC Rally Ride. The 66 mile ride goes to Dunstable, the 51 to Groton, and the 29 to Stow.

Lunch may be obtained at

Verrill Farm after you finish your ride. Pre-order your lunch to avoid lines after the ride. You can stop in before the ride or call in your order at 978-369-4494. The menu is on the Verrill Farm website. The link is shown below. There are tables under the tent.

There are 2 porta-johns. Management requests we do not use the inside bathrooms with cycling shoes.

Links: Verrill Farm Website (<http://www.verrillfarm.com/>)

Leaders: Ken Hablow (<mailto:khablowl@khgraphics.com>, 781-257-5268 before 9PM No calls the morning of the ride), Eli Post (<mailto:elipost@comcast.net>, 617-306-1838), Bob Wolf (<mailto:robertgwolf@gmail.com>)

Start: Verrill Farm, located at 11 Wheeler Road in Concord, MA.
Directions: If you are traveling West on Rte 2, turn LEFT at the intersection AFTER Rte. 126. That is Sudbury Rd. The farm is 2+ miles on the Right.

If you are traveling East on Rte 2, turn RIGHT at Emerson Hospital, then RIGHT at the next stop sign. The farm will be on your right. Approx. .5 miles on the Right.

From Rte. 117, traveling WEST - go through the intersection of Rte. 126, cross the river, and take a RIGHT at the next traffic light onto Sudbury Rd. The farm stand will be on your left.

PARKING: All parking is on the left (South) side of Wheeler

Road beyond the tents. Cars must park face in. DO NOT PARK IN THE PAVED LOT.

[See the parking area here.](#)

Ride Information:

Rally 66 (<http://ridewithgps.com/routes/4941984>),
Rally 51 (<http://ridewithgps.com/routes/5407173>),
Rally 29 (<http://ridewithgps.com/routes/5391248>)

Saturday - November 29

No scheduled ride, contact VP of Rides (ridesvp@crw.org) to volunteer to lead a ride.

Lisa Simpson Ride Sunday - November 30

Times and Routes: 10:00 AM for 25, 35 and 50 Miles

Ride Type: Cue Sheet, Arrowed, GPS

Description: This ride is on mostly scenic rural roads. Starting in Concord, it makes a loop through Sudbury, Hudson, Stow, Boxborough, Littleton and Acton. The longer route adds Westford and Carlisle. The terrain is moderate with one notable but short climb. There are food stops in Concord near the start/end of the ride as well as in Acton. There is also a 25 mile ride that is typically ridden at a more relaxed pace.

Leaders: Richard Vignoni (<mailto:rich.vignoni@gmail.com>, 978-549-2635), Ken Hablow (<mailto:khablowl@khgraphics.com>, 781-257-5268 before 9PM

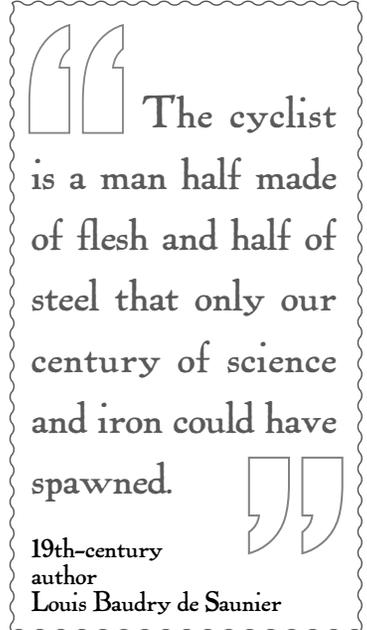
No calls the morning of the ride)

Start: Concord Carlisle High School

Directions: Rt. 2 west to Concord, right at stoplights to Rt. 126, Walden Street (where the sign says Walden Pond to left). The school is on your left in 1/10 mile

Ride Information:
25 mile (<http://ridewithgps.com/routes/2235810>),
50 mile (<http://ridewithgps.com/routes/5985320>),
35 mile (<http://ridewithgps.com/routes/5986401>)

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





Avoiding the Right Hook

by John Allen

Bicyclists have appropriated the colorful term “right hook” from the world of boxing to describe one of the most common bicycle-motor vehicle collisions: a motor vehicle turns right from the bicyclist’s left side, cutting off the bicyclist.

A right hook can occur in either of two ways: a motorist overtakes a bicyclist and turns right, or a bicyclist overtakes on the right of a waiting motor vehicle which turns right.

That’s bad news, but the good news is that you can take charge of your own safety. You can prevent both kinds of right hooks, and here’s how.

If the Motorist is Overtaking

Ride in the center of the travel lane as necessary to discourage motorists from overtaking and turning right, across your path. Making a “slow” signal also helps discourage this, and indicates that your lane position is intentional.

On the scenic, narrow secondary rural roads which CRW commonly chooses for its rides, staying away from the edge also is important where fences, vegetation and other obstacles block the view to the right ahead: you make yourself visible earlier to motorists approaching from ahead and from the right as well as from behind, and give yourself more room to maneuver. As a vehicle approaches from behind, evaluate the situation. Traffic is typically light on these roads, so you usually only have to deal

with one vehicle at a time. When it’s safe for the vehicle to pass, encourage the driver by moving to the right and giving the driver a friendly wave. You need to make the decision whether it is safe for a motorist to overtake in the same lane.

A highway with higher-speed traffic often has a wide right-hand lane or shoulder, so motor traffic can overtake you easily. There may be an exit ramp or Y intersection, though, which does not require the driver to slow. You then have three choices: 1) time your crossing when there is no overtaking traffic – 2) keep right, then cross at the end of the ramp after checking for traffic – or, 3) stay to the left of the line of travel the driver would take to exit.

When merging left, check for traffic and signal early to make your intentions clear, so you do not confuse the driver behind you.

If You are Overtaking

The right hook also can occur if you are filtering forward on the right of motorists waiting at a stop sign or traffic signal. In recent years, bike lanes have become common in urban areas. They encourage bicyclists to filter forward on the right, placing them at risk of the right hook. The number of right-hook collisions has been increasing. They are the leading cause of bicyclist fatalities in the Boston area.

To prevent these collisions, bike lane or no bike lane, do not overtake a car on the right if there is any chance it can make a right turn -- and never overtake a long truck or bus on the right.

If you choose to filter forward past stopped, congested traffic, always wait behind the first vehicle stopped at the intersection. The driver of the second vehicle in line can see you, and turn right from behind you instead of right-hooking you.

A sign on the back of many trucks and buses reads “if you can’t see my mirrors, I can’t see you.” It also should say “I still might not see you, even if you can see my mirrors.” Turning a large truck or bus is complicated. The driver can’t look into all of the mirrors at the same time. When the cab has begun to turn, you may be outside the mirrors’ field of view. Sometimes a large truck must swing left before turning right, or turn right from the second lane, to avoid the rear wheels’ going over the curb.

Do not put yourself where there’s no escape if a truck or bus starts to turn! If there is an open lane to the left, you can pass on the left, but give yourself plenty of clearance to brake and fall back if the truck or bus swings left or accelerates.

If you are riding in a group or pace line, avoid filtering forward on the right entirely.

Additional Reading

The most serious right-hook hazard is from large trucks. This article addresses it and links to additional resources: <http://streetsmarts.bostonbiker.org/2013/05/28/you-too-can-prevent-fatal-truck-bicycle-collisions/>

Scoping out the situation behind you is much easier with a rear-view mirror. Here’s an article about mirror selection, adjustment and use: <http://bikexpert.com/bicycle/mirror.htm>

General advice on riding safely in congested traffic is here: <http://bikexpert.com/streetsmarts/usa/chapter9a.htm#jams>

Merging across traffic in a group is covered in the Safety Corner article on page 11 of the July WheelPeople, <http://crw.org/WheelPeople/WPP201407.pdf>, and also <http://bikexpert.com/streetsmarts/usa/chapter7a.htm>

Be safe out there! 🚲

NewMembers

Jim Cant	West Newton
Patrick Carey	Concord
Tianlun Chen	West Roxbury
Navaneeth Conjeevaram	Arlington
Katrina Dryja	Waltham
David Fusco, Caroline Genco	Newton
Bob & Sarah Herman	Concord
Eugene Ho	Newton Lower Falls
Steve Kelley	Acton
Tony Letai	Medfield
Padraig Martin	Arlington
Nick Matthew	Brighton
Narendra (Nano) Mukherjee	Waltham
Matt Mulholland	Chelmsford
Christopher Noble	Winchester
Lisa Pacino	Braintree
Jo Ann Peterson	Milford, NH
Wolfgang Peti, Rebecca Page	Barrington, RI
Susan Polit	Belmont
Barbara Porter	Watertown
Manny Reyes	Norwood
Todd Riccardi	Quincy
Tom Robertson	Watertown
Paul Ross	Westborough
Karen Saltus	Kittery Point, ME
Victor Saverino	Mashpee
Andrew Seligsohn, Martina Anderson	Boston
Amy Taetzsch	Brighton
Chad Vacarella	Brookline
Mary “Ruth” Wilson	Somerville

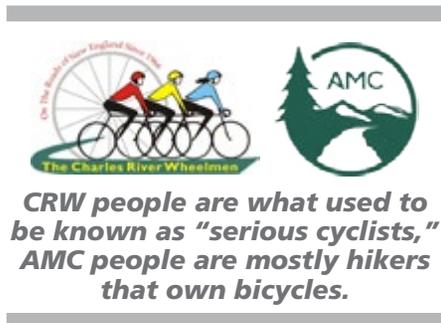


by Jack Donohue

I've been involved with CRW for a long time. But I have been involved with the Appalachian Mountain Club (AMC) even longer. In fact, I met Mrs. D. on one of their rides. Both clubs do bike rides but that's where the similarity ends. The difference between these two groups is night and day. CRW people are what used to be known as "serious cyclists," AMC people are mostly hikers that own bicycles.

The CRW rider has a carbon fiber frameset that weighs less than an AMC rider's left rear pannier, which by the way is carried on ALL rides regardless of distance, filled with enough stuff to survive a week in the wild.

The CRW rider can tell you their average speed to five digits and has logged this online along with heart rate, wattage, and what they had for breakfast. The AMC rider has a vague idea of their average speed not supported by any scientific data, which is usually 50% higher than actual. This allows them to glibly sign up for rides they have no business being on. This is OK, since unlike CRW rides where the main theme is dropping as many people as you can, the AMC rider knows the leaders are required to keep track of them no matter how slow they are.



The CRW rider's bike is tricked out with all the latest gadgets: power meters, GPS units, etc. The AMC rider has equipment that can charitably be called "vintage." Unlike CRW riders who have ten speed cogsets, the AMC rider has an actual ten speed bike. Their bikes sport things like kickstands, racks, toe clips, non-aero brakes, the kind where the cables stick up in the air (the horror). Forget integrated brakes/shifters, the AMC bike is considered high tech if it has indexed shifting at all.

Typical CRW ride start:

Half hour before the ride, the parking lot is full, most riders have done a few warm-up laps and are chafing at the bit for the ride to start. Eyes are rolling as the leader tries to proceed with the safety talk, and as soon as that's done, there is a full fledged stampede, the parking lot is cleared in nanoseconds.

Typical AMC ride start:

Parking lot is empty until some minutes after the published ride start, then people start trickling in. AMCers seem to have a different interpretation of start time, they seem to treat it as a ballpark figure for when you might think about showing up. No matter what the start time is, they will provide many reasons why this was an almost insurmountable burden, and the leaders should be thankful that they were able to show up at all. When they do alight from their cars, and start to think about approaching their bike, imagine their surprise when they find there is no air in their tires, and the bike has no useable gears. They view this as a good opportunity for the ride leader to hone his bike maintenance skills. When all is finally in order, several of their number break ranks and head for the rest room. Somehow it never occurred to them that it would have been a good time to do this during the bike overhauls. Barring other mishaps, we usually put the rubber to the road at least 1/2 hour later than our nominal start time.

Then there's the riding part. The CRW riders self select into appropriate speed groups and follow the arrows. The AMC rider explores novel ways to get lost despite the fact they are surrounded by leaders and given a cue sheet.

The common ground of both rides is that there is always a group that needs to go as fast as possible. The difference is most CRW riders actually know where they're going. I have fond memories of a group that just couldn't contain themselves when I slowed to keep the group together, and proceeded to pass me and blow by the left turn off of Rte 225. One wonders whether if they hadn't been stopped, they would have just continued straight into New Hampshire. ☺

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

Fall Century - Continued from page 2

of the day to do the whole process in reverse. Once Bill gets home, he has to unload everything by himself and he provides us with an inventory so we know how much got used. Bill has been doing this for all three centuries each season for years. If you see Bill on the road in his van, give him your thanks!

Perhaps we should have anticipated the rain for this century because it had a bumpy start. We do the arrowing on two days, an inner loop to Groton and then the outer loop from there up to NH. The inner loop was done and three of us started out from Groton to finish

the route. Ten miles down the road, my rear derailleur cable snapped. We had gorgeous weather that day and I was disappointed to have to turn around, but there was no way I could get to the top of those hills in NH with just 3 gears. I felt badly to leave only Ken and Jack to do all of the arrowing but at least there were 2 of them... until another mile or two down the road when Jack's rear derailleur cable suffered the same fate as mine! Was something in the air? A sympathetic reaction? Whatever it was, the arrowing would have to wait until another day. ☺

Thanks to everyone on our great volunteer crew

- Arrowing:** Ken Hablow, Rick Carlson, Bernie Flynn, Judith McMichael, Bob Wolf
- Registration and web site:** Jack Donohue
- Transportation:** Bill Haynes
- Bike shop support:** Chris Li, Bikeway Source

- Water stop volunteers:** Claire & Steve Robinson, Merle Adelman, Dawn Michelle, Mike Byrne, Joanne Samuels, Richard Bowen, Adena Schutzberg, Ilka Suvanto, Joan Laxson, Tom & Elsa Lawrence
- Checkin:** Rosalie Blum, John Allen, David Cooper, Mark Sevier, Bob Maselek, Mel Prenowitz
- Sag support:** John Nilsson
- Sweep:** Eric Ferioli
- Post-ride refreshments:** Helen Greitzer, Eli Post, Bob Wolf, Bill Aldrich, AJ Gemperline
- Food:** Rita Cramer, Barry Nelson, Mel Prenowitz, Connie Farb
- Volunteer party:** Connie Farb, Ken Hablow
- Maps, cue sheets, GPS files:** Ken Hablow and Jack Donohue
- Web marketing:** Bob Wolf
- Event coordinator:** Connie Farb



September Mileage

232958

Name	Miles	M	C	K	Name	Miles	M	C	K
Pamela Blalock	8995	8	4	5	Adam Auster	2550	1	-	-
Mike Kerrigan	8003	8	7	6	Mark Drury	2399	5	1	-
Jack Donohue	7935	-	-	5	Bill Hanson	2347	-	-	-
Chris Roberts	7291	7	6	1	Dawn Michelle	2289	1	1	-
Bruce Ingle	6985	9	5	2	Cynthia Snow	2246	-	-	-
Richard Deandrea	6533	7	2	1	Gardner Gray	2187	6	-	-
Richard Taylor	6243	9	9	3	Clarence Wayne	2167	-	-	-
Don Fraser	5749	1	-	1	Marc Cohen	2065	5	-	-
Martin Estner	5627	-	-	1	Jean Orser	2040	3	-	-
Irving Kurki	5473	6	2	-	Jeffery Luxenberg	1865	1	-	-
David Cooper	5088	9	4	-	Joseph Moore	1813	2	-	-
Douglas Cohen	5037	3	-	-	Bernhard Paul	1727	2	-	-
Bob Wolf	4879	6	-	-	A J Gemperline	1687	3	-	-
John Springfield	4840	2	7	1	Pete Knox	1675	1	-	-
Bob Cohen	4827	6	5	-	Arne Buck	1547	1	2	-
Cynthia Zabin	4733	1	-	-	Scott Tyler	1544	2	2	-
Clyde Kessel	4586	6	1	1	Gabor Demjen	1441	1	-	-
Ken Hablow	4572	5	-	1	John Allen	1395	1	-	-
Butch Pemstein	4370	4	-	-	Marc Webb	1357	-	-	-
Carlo Innocenti	4273	3	4	1	Ed Hoffer	1337	-	-	-
Andy Brand	4151	4	1	-	Mike Hanauer	1315	-	-	-
Erik Husby	4132	3	-	-	Elaine Stansfield	968	-	-	-
Eric Sansone	4121	4	-	-	Bill Widnall	546	-	-	-
Dom Jorge	3980	5	-	-	John Kane	529	-	-	-
Marc Baskin	3817	8	4	-	George Caplan	300	-	-	-
Walter Frank	3721	1	1	-	John Loring	127	-	-	-
Peter Sousounis	3626	2	2	-	Carolyn Pacheco	119	-	-	-
Joe Repole	3617	9	9	-					
Bruce Larson	3582	7	4	-					
David Wean	3559	4	-	-					
Ed Pastor	3552	5	1	-					
Fred Newton	3536	2	-	-					
Dave Stefanovic	3402	1	2	-					
George Ulrich	3209	1	-	-					
Neal Schuster	3153	5	2	-					
Don Mitchell	3114	4	1	-					
Alan Cantor	3091	6	3	-					
Jim Krantz	3045	2	-	1					
Frank Aronson	2825	6	5	-					
Henry Marcy	2754	1	-	-					
Larry Delaney	2712	3	-	-					
Rudge McKenney	2638	3	-	-					

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



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.

Insurance

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

BOARD OF DIRECTORS

Term Expires

John Allen	2016	781-891-9307
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Stanley Kay	2014	617-928-3677
Andy Brand	2014	617-247-9770
Mike Byrne	2014	508-788-7120
Helen Greitzer	2016	508-878-6988
Ken Hablow	2016	781-257-5268
Bob Wolf	2015	781-259-8529

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BikeShops

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

These fine bike shops offer discounts to CRW members

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Adi's Bike World

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

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44 Granite Street, Braintree 781-519-6306

Marblehead Cycle

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Papa Wheelies Bicycle Shop

653 Islington Street, Portsmouth..... 603-427-2060

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